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DIFFERENCES IN LAW REVEALED

Conflict Between Chinese And U.S. Codes.

Shanghai, June 17. A point of difference between Chinese and American law occupied most of the morning in the United States Court for China yesterday in the case of Chen Wong-shih against Mr. Charles H. Raven, Jr., who is the defendant on a charge of killing a Chinese in an automobile accident. Mr. J. B. Davies, attorney for Mr. Raven, filed a demurrer against the proceedings.

Mr. Davies contended that unless the plaintiff was actually the administrator of the deceased's estate, she was not entitled to sue. His point was that if the wife of the deceased could sue successfully, then all of the relatives of the deceased could also sue. He cited a number of cases in the Court of Appeals in the District of Columbia, where it was upheld that only the administrator of the deceased could sue, thus giving the defendant the protection of being sued only once should the suit be successful.

In the present case, however, he went on the wife of the deceased, was not the duly appointed administrator of the estate under American law, and thus could not sue "his client" until she had made herself so.

DIFFERENCE ELUCIDATED

In reply Mr. Myron Weiner, attorney for the deceased, stated that in Chinese law the nearest relative, in his case the wife, automatically became the administrator of the estate without the appointment of the Court. He brought Chen Wong-shih to the stand to explain his point.

Chen Wong-shih, a Chinese attorney, explained when and when not it was necessary for the administrator to be appointed. If the living relatives of a deceased man were not known or if there was no estate then the Court appointed an administrator, although in the latter case, where the deceased left no estate it was usually unnecessary for the Court to take action. But in the case of the nearest living relative of the deceased being known to the Court,

then it was unnecessary for the Court to act, the relative automatically becoming the administrator.

This was in direct contradistinction to American law which requires that the administrator of the deceased be appointed by the Court and that the administrator alone might sue or be sued.

Mr. Davies made the point in reply that all who came into the U.S. Court must comply with American law, to which Mr. Weiner stated that the Chinese Court would not nullify its own law duly to appoint an administrator. Judge Helmick asked several questions on this point and consulted the Chinese Civil Code.

DEMURRER OVERRULED

In his judgment the judge said that he would like to write an opinion on the point in question as he found it very interesting, but that he was sorely pressed for time. In his opinion, he said, he found that the wife of the deceased, being the nearest living relative, met the requirements of the Chinese Code as for her capacity to be the administrator of the deceased's estate. Although, he went on, it was difficult to harmonize the laws of two different countries, he overruled the demurrer, and the wife of the deceased was entitled to sue in the U.S. Court.

"If, however," Judge Helmick said, "I find that I have been mistaken in this decision, then I will take steps to correct it." He stated in conclusion that he did not consider the demurrer well taken, and that the plaintiff had a right to sue.—(N.C.D.N.)

ABYSSINIA'S PRESENT SITUATION

NO ONE TO EXERCISE AUTHORITY

London June 22. Questioned in the House of Commons regarding the present situation in Abyssinia, Foreign Secretary Mr. Anthony Eden said he had no news of recent Italian military movements but according to the estimate prepared about three weeks ago, the area in Italian military occupation is less than half that country but represents the most important part of Abyssinia, including two principal cities, Addis Ababa and Harar, and with one exception, all recognised channels of communication with the outside world. With regard to the other area, he could only speak of Western Abyssinia which included one remaining channel of communication.

According to the recent reports from the acting Governor at Khartoum and Consul at Gore, the country was in the hands of the Gallat population who were hostile to the Emperor's Government. Such Amharic officials as remained were not to be understood. In a position to exercise authority. He could not estimate the strength of armed Abyssinian forces. His Majesty's Government could not allow arms to go from Sudan to Western Abyssinia so long as there was no probability that they would be received by any constituted authority or serve any purpose other than promoting civil war. He had informed the Ethiopian Minister in London to this effect.

In reply to a further question whether in the event of there being a Government in Western Abyssinia responsible to the Emperor there would be any objection to arms going in, Mr. Eden said that would create an entirely different situation.

Replying to another question, the Foreign Secretary said His Majesty's Government had no intention at the forthcoming meetings of the League of proposing or assenting to recognition of Italy's annexation of Abyssinia.—*British Wireless.*

AN UNUSUAL ACCIDENT

London June 22. An unusual accident occurred in Cowes Roads to-day when one of the several Royal Air Force seaplanes returning from bombing exercise crashed on to the fore-castle of French liner Normandie. In coming down it fouled a crane which snapped but the seaplane landed on the deck without causing any serious damage to the ship. The pilot was uninjured.

The Normandie was homeward bound from New York and transference of passengers and cargo to tenders was proceeding when the accident happened.

The Normandie sailed later for Le Havre. One theory advanced as the cause of the accident is that the seaplane was so close to the great vessel as to be affected by draught from her funnel.—*British Wireless.*

NEW MINISTER AT SOFIA

London June 22. The King has approved the appointment of Maurice Peterson, Counsellor in the Foreign Office, to be Minister at Sofia in succession to Charles Bentinck who had been appointed Minister at Prague.—*British Wireless.*

HELGOLAND'S ALLEGED FORTIFICATION

London June 22. In reply to a Commons question, Mr. Eden said he was making inquiries regarding the reports that Helgoland was being fortified in contravention of the terms of the Treaty of Versailles.—*British Wireless.*

SCHOOL FOR AIR PILOTS

Finishing Courses For Empire Airmen

WIRELESS-METEOROLOGY-ENGINEERING-NAVIGATION

Seventy aeroplane pilots have gone back to school again. They sit at their desks in class-rooms, just near London's busy air-port at Croydon and, while they listen to lectures, big air-liners go droning past overhead.

All these men are already qualified pilots, holding their official licences as commercial aviators. All of them have spent long periods up in the air. But the work of an airline captain grows more exacting every day. Far more is required of him than just sitting at the controls and flying his machine and, as air-liners grow bigger and more powerful, the work of their crews becomes correspondingly more responsible.

When civil flying began, pilots were flying small single-engined planes. Then came big 3-engined craft which first merited the description of air-liner. These were followed by 4-engined air giants developing 2,000 horse-power. And now to-day Imperial Airways have in construction a great fleet of flying-boats and landplanes, the crews of which will have to take up into the air machines weighing approximately 18 tons, and driven by engines developing a total of 3,000 horse-power.

LAND-PLANES

In addition to 29 giant flying-boats Imperial Airways have in construction 12 huge land-planes for use on their main routes. These great machines will be flying night and day across the Empire. And not only is there the question of providing crews for them, but the who handle them will need, in addition to their work as pilots to be experts also in navigation and wireless; while it will also be necessary for them to be qualified in such matters as ground engineering, maintenance, and overhaul.

Hence the "school" which Imperial Airways is now operating. It is really a "finishing school" for pilots and it is something more even than that, because the pilots leave their class-rooms, at various stages of their tuition, and carry out practical experiments in wireless in special test-rooms, while they also go over to the big sheds at the air-port so as to come to grips with airway engineering under its everyday aspects. Another interesting branch of the expansion plan lies in training land-plane pilots to handle big flying-boats. This is done at Hamble, near Southampton, the aircraft used for instruction being of the 3-engined "Calcutta" type.

A visit to the pilots' school while it is in operation, and a chat with some of those in charge, gives one a remarkable insight into the amount of expert knowledge which the air-line pilot has now to acquire before he is qualified to take his place as a member of the crew of a great Empire-flying plane.

THE SUBJECTS

Here, in a summarised form, are some of the matters with which the pilot has to concern himself as he goes through his course at his "finishing school":

Theory of Aeronautics, Maps, Navigation, Cloud formation, Winds, Airway beacons, Maintenance and rigging, Electrical installations, International Air legislation, Compasses, Wireless, Homing devices, Course and distance calculations, Aero-engines, Overhaul of aircraft and Control gear.

It probably takes a pilot 12 to 15 months to pass through all the various classes of his "school." Then, when he has absorbed all this specialised instruction, he is not only an expert in flying and controlling modern air-liners, but he has gained a grasp of navigation which includes meteorology, wireless, and airway engineering which will prove invaluable to him in his routine work on a network of Imperial air routes which already extends over 28,000 miles.

SUMMER SCHEDULES ON THE AIR LINES

High-Speed Tours By Express Air-Liner

The summer time-tables of 1936 will have come into operation on the airways of Europe by the time this Bulletin has been issued. On the network of continental routes, at the present time, approximately 30 companies are now operating; while the mileage of the European air services has reached a total of just over 80,000. From London, by the summer schedules, there will be air connections to nearly 200 towns and cities on the continent. Among places abroad now linked with Croydon by regular express air services may be mentioned:—

Amsterdam, Antwerp, Basle, Copenhagen, Leipzig, Budapest, Berlin, Bremen, Brussels, Cologne, Hamburg, Le Touquet, Le Zoute, Malmo, Ostend, Paris, Prague, Stockholm, Vienna and Zurich.

Also within the European network, with connections to and from London, are cities such as Belgrade, Dantzig, Leningrad, Moscow, Rome, Salonica, and Sofia.

Throughout the summer Imperial Airways will be operating four services a day in each direction between London and Paris. There will also be three services on weekdays to Brussels, four to Cologne, and two daily (except Sundays) between London and Switzerland. The Swiss service will fly non-stop between London and Basle, and there will also be non-stop services between London and Cologne.

Cities such as Prague, Vienna, Budapest, and Brindisi will be brought within a day's journey of London by air express.

The British internal airway system will establish connections at Croydon with the continental services. A passenger, for example, who leaves Manchester in the morning will be able to change to a Paris-bound plane at Croydon, lunch in the air while flying to the French capital, and reach the Paris air-port of Le Bourget before three o'clock.

An hour's flying will take holidaymakers from Croydon to Le Touquet, while the daily air express to Switzerland will bring that country within three hours of London. In aerial holidays lasting about a week it will be possible to make flights right round Europe, with ample time on the ground for incidental sightseeing.

THE AUSTRALIA AIR ROUTE

Traffic experts on Singapore-Brisbane stages of the England-Australia route—operated by Qantas Empire Airways in conjunction with Imperial Airways—have been making some special notes as to the passengers who fly in the air-liners operating over these sections. The result throws an interesting light on the diversity of the passenger traffic on the Empire air routes. Among travellers noted recently have been:—

A Dutch consulting engineer flying to inspect West Australian gold-fields.

A retired boot manufacturer from America on an air tour of the world.

A party of mining engineers on leave from Slam.

Some New Zealand farmers flying to enjoy a holiday in Europe.

Two Australian jockeys engaged to ride in race-meetings in Malaya.

A Chinese tailor from Darwin on a visit to relatives in the Malay States.

A Sydney cotton-spinner flying to England to buy new machinery.

The manager of an Australian circus making arrangements for a tour in the East.

An Australian radio engineer returning from a study of television progress in Europe.

Engineers flying to Koeppang to investigate oil and mineral possibilities.

The export manager of an American pen company inspecting agencies.

An American and his wife enjoying a honeymoon by air.

Many residents in Malaya avail themselves of the air service to visit Australia on leave, and the names of civil servants, surveyors, and rubber planters figure prominently on the passenger lists.

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LONDON WELCOMES
THE EMPEROR OF
ABYSSINIACheering Crowds At Station
And LegationDAUGHTER'S THANKS FOR
SYMPATHY IN SPEECH
FROM BALCONY

(Special Air Mail Service)

London, June 14.

[As the Emperor of Abyssinia was travelling incognito there was no official ceremony when he landed at Southampton yesterday from the Orient liner Orford, but he was cheered by a walling crowd as with the Crown Prince and another son, and his daughter Princess Tsahal, and Ras Kassa, one of his generals, he boarded the train for London.]

Fleet Street.

Thousands of people who would have liked to welcome the Emperor of Abyssinia on his arrival in London to-day were, of course, at work when the boat-train that brought him from Southampton came into Waterloo Station just before five o'clock, but two hours earlier the police were moving back the crowds who had gathered in the station and who kept steadily to their front rows, while the pressure behind them steadily increased till the crowd was ten deep. It became so large that reinforcements of police were called up to deal with it.

Bright-red banners were upheld by the Friends of Abyssinia organisation, and people were wearing armlets or enamelled badges in the Abyssinian colours or waving small Abyssinian flags. Many coloured people were in the crowd, including a stalwart man who said he came from Abyssinia's nearest neighbour, Kenya, and who was robed in blue silk. "Prince Monolulu," the racing tipster, appeared in his most gorgeous dress and loftiest coloured plumes with a Union Jack and an Ethiopian flag in either hand.

Meantime the crowds were massing along the station approach and gathering twenty deep on either side of York Road. Only people with permits were allowed to stand behind the barrier part way down No. 11 platform, at which the train was to arrive. They had a good view of those who came to welcome the Emperor, a group including Mr. O. C. Harvey, private secretary to Mr. Anthony Eden; Lord and Lady Allen of Hurwood, Sir Norman Angell, Mr. Vyryan Adams, M.P., Miss Eleanor Rathbone, M.P., Sir Walter and Lady Layton, Professor Stanley Jevons (honorary secretary of the Abyssinian Association), and Miss Margery Perham, the student of the administration of mandates. Several women were waiting to present bouquets to the Emperor and the Princesses.

AN INFORMAL WELCOME

There was no red carpet on this platform, no festoons of flowers, no Cabinet Ministers, no guard of honour, but there can seldom have been an occasion when the arrival of a foreign monarch so stirred the hearts and the imagination of London or when so much pain was felt by those who greeted him personally.

When the train slid quietly into the station, to the sound of cheers from the now dense crowds beyond the platform, one saw the Crown Prince of Abyssinia—who had been welcomed with such honour and formally four years ago—looking out eagerly from the window beside him, and then the almost expressionless face of a man sitting a little beyond him, hardly glancing at the group on the platform—a man olive-complexioned, bearded, lustrous-eyed, who might have posed for the picture of an apostle rather than a ruler, the head of a Church rather than the head of an army.

When two or three people had entered his coach one expected to see him emerge, but they came out and went back again, and still nothing happened. Minutes passed. Then the police formed a line leading to a gate at the side of the platform. The Emperor, wearing a voluminous black cloak over his dark blue suit, came out and, followed by his party, walked quickly almost to the gate. Then he paused, turned back and stood for a while, first to allow people to be presented to him and then to listen while addresses of welcome were read to him. The Crown Prince and Princess Tsahal stood near him and the stalwart Ras Kassa, wear-

ing a brown cloak over a white suit.

As they were presented the men bowed low and the women curtsied. Professor Stanley Jevons read the address from the Abyssinian Association, and the Emperor made a speech in response thanking his friends for their welcome and indicating "that he was going to put his case before the people of Europe at Geneva. One of those standing near him said afterwards that he spoke in a soft voice, but with energy and determination.

The royal party and the Minister and officials of the Legation then drove away through cheering crowds.

SPEECH FROM
BALCONY

Scenes Outside Legation

When at last the Emperor drove away from Waterloo Station some of the crowd broke through the police cordon and tried to surround the car, but it drove on swiftly, the Emperor waving his hat in acknowledgment of the cheers. There were more crowds at Prince's Gate, Kensington, and when the Emperor arrived the balconies of the houses adjoining the Abyssinian Legation and the house where the Emperor will stay while he remains in London were filled with his future neighbours and their servants anxious to give him a cordial welcome to his new home.

In response to the cheers the Emperor stepped on the balcony of the Legation and his daughter, addressing the crowd, said, "Because you have received us so kindly, it gives us great courage for what we have come for."

Dr. Martin, the Abyssinian Minister, added, "His Majesty has commanded me to tell you that he is very grateful to you for your warm welcome. Thank you all very much."

A HAILE SELASSIE
PARALLEL

London, June 14.

There is a curious parallel to Haile Selassie's visit to Europe.

In 1900, Britain having occupied Pretoria, Paul Kruger, President of the South African Republic, set out for Europe to enlist sympathy for the Boer cause, while his countrymen carried on a guerilla warfare.

He was conveyed on a Dutch man-of-war. In the Suez Canal he was saluted by every ship except British ships.

On-landing at Marseilles he was acclaimed by an immense crowd. He made a speech. The speech, too, was a remarkable parallel to that of Haile Selassie in London yesterday: "The war in South Africa has exceeded the limits of barbarism. I have fought against many barbarous Kafir tribes in the course of my life, but they are not so barbarous as the English who have burnt our farms and driven our women and children into destitution."

THE FINGER OF HISTORY

From Marseilles Kruger went to Paris, where, escorted by a company of cuirassiers, he was received by President Loubet.

There was no League of Nations then, but the vast crowd shrieked "Long live Kruger. Arbitration for ever."

From Paris Kruger set out on his European travels, and was received everywhere with emotional enthusiasm. There was one country which he did not visit—Italy, Britain's only friend in Europe. The enthusiasm, soon evaporated, and in 1902 Kruger, a broken and disillusioned old man, died in a villa at Clifton on the edge of Lake Geneva.

INQUEST ON
SHIP'S
OFFICER

Mr. H. C. Myler
Injured Either By
Fall Or Blow

DIED BEFORE
ARRIVAL OF MEDICAL
AID

Shanghai, June 17.

An adjournment to allow the evidence of Dr. C. Y. Wu, of the National Quarantine Service, to be taken, was granted by Mr. C. H. Haines, H. M. Coroner, yesterday, when the inquest on Henry Carl-bridge Myler, second engineer on the s.s. Kanchoo, was resumed. Deceased died after having been found lying on the floor of his cabin in a critical condition on the night of June 11-12.

Dr. S. K. Squires said that on June 12 he made an examination of the body, and found that death was due to injury of the spinal cord in the region of the nape of the neck, and also to external haemorrhage. The haemorrhage came from a cut on the skull, this being a contributory cause of death.

Th Coroner: What do you think was the cause of the injury?—The injury was due either to falling or receiving a blow on the back of the head. There were two separate injuries, one on the nape of the neck, which caused bruising, and another on the head, which caused the cut.

supposing he was climbing on to the sink, and fell on to the steam radiator, would that be consistent with his injuries?—Provided he fell a great distance than 2 ft., that would be consistent. The cut could have been caused by quite a small fall, but the bruising was so deep that you would expect a man to fall a considerable distance to produce such an injury.

If the injuries were not caused by such a fall, what could they have been caused by?—A blow on the back of the neck with a blunt instrument. This might have been a soft instrument, like a sandbag.

NOT NECESSARILY FATAL

Witness stated that deceased had a stone in the right kidney, and that might have caused excruciating pain, which might have made him unable to move. There was nothing else that would account for his sudden loss of consciousness. The damage to the spinal cord was not of such a nature that it was necessarily fatal, but the question of recovery from an injury of this kind was so problematical that it was almost impossible to say whether deceased could have recovered or not. There was very little that could be done in a case such as this. In order to stop the flow of blood from the head, something more than ordinary first aid measures would have been required. If a doctor had been present, he could immediately have checked it.

Mr. Douglas McCormick, third engineer on the s.s. Kanchoo, said that about 10 o'clock on the night of the occurrence, he went into deceased's room to see how he felt. Deceased had been ill during the day, but said he was not feeling too bad. Deceased asked him to help him down on to a chair, as he was lying on his bunk. Witness complied, then left him and went into his own cabin. Half a minute afterwards, he heard a fall and a shout, and went back into deceased's cabin, to find him lying on the floor, facing across the room, with his head below the radiator. Deceased was lying on his back, unconscious, and there was a pool of blood below his head.

Witness summoned the Chief Officer, and together they lifted the injured man and put him on a chair. They then called the Second Officer, who tried to stop the bleeding, but without success.

NEARLY DEAD

The Chief Officer took a boat and went over to another of the company's ships to fetch a motor launch, and they tried to put the deceased on the motor launch. In the meanwhile, witness had been keeping watch over the injured man, and at 4 a.m. he handed over to the Second Officer. He afterwards heard a yell and the sound of a fall, and going back into deceased's cabin, he found him lying face downwards on the floor. The Second Officer lifted him on to the settee, and by that time he was nearly dead. Soon afterwards, the

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ON VIEW FROM THURSDAY,
THE 25th JUNE, 1936.

TERMS:—CASH ON DELIVERY.

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THE VICTORIAN
ORDERADMISSION OF WOMEN
TO ALL CLASSES

(Special Air Mail Service)

London, June 14.

The King has signified his intention to alter the Statutes of the Royal Victorian Order in order to permit of the admission of ladies to the Order.

The various classes of the Order will in future be as follows:—
I. Knight Grand Cross, Dame Grand Cross—G.C.V.O.

II. Knight Commander—K.C.V.O.

Dame Commander—D.C.V.O.

III. Commander—C.V.O.

IV. Member of the Fourth Class—M.V.O.

V. Member of the Fifth Class—M.V.O.

The description of the Third, Fourth, and Fifth Classes of the Order will be identical for both ladies and gentlemen.

His Majesty has also been pleased to command that ladies appointed to the First and Second Classes of the Order shall be entitled to use the style of "Dame" before their Christian or first names.

police arrived in a launch, but the deceased on board, and were just leaving when the port doctor's launch came alongside. The doctor's launch came alongside. The doctor examined the body in midstream, and pronounced the man dead.

While witness was watching over the deceased, he asked him what had happened, and he replied that the engines had hit him over the head, repeating this three or four times. He later stated that the port-hole door had hit him on the head.

The Coroner: Did the deceased ever have any trouble with the crew?—None at all.

Did he, to your knowledge, have any enemies?—I did not know of any.

Mr. Richard Firkus, Second Officer on the Kanchoo, gave evidence similar to that of the previous witness, as far as the circumstances of the death were concerned. He fetched the motor launch, went ashore, and telephoned for assistance. Deceased had no trouble with the crew, and had no enemies.

The inquest was adjourned until next Friday, at 11 a.m.—(H.C.D.N.)

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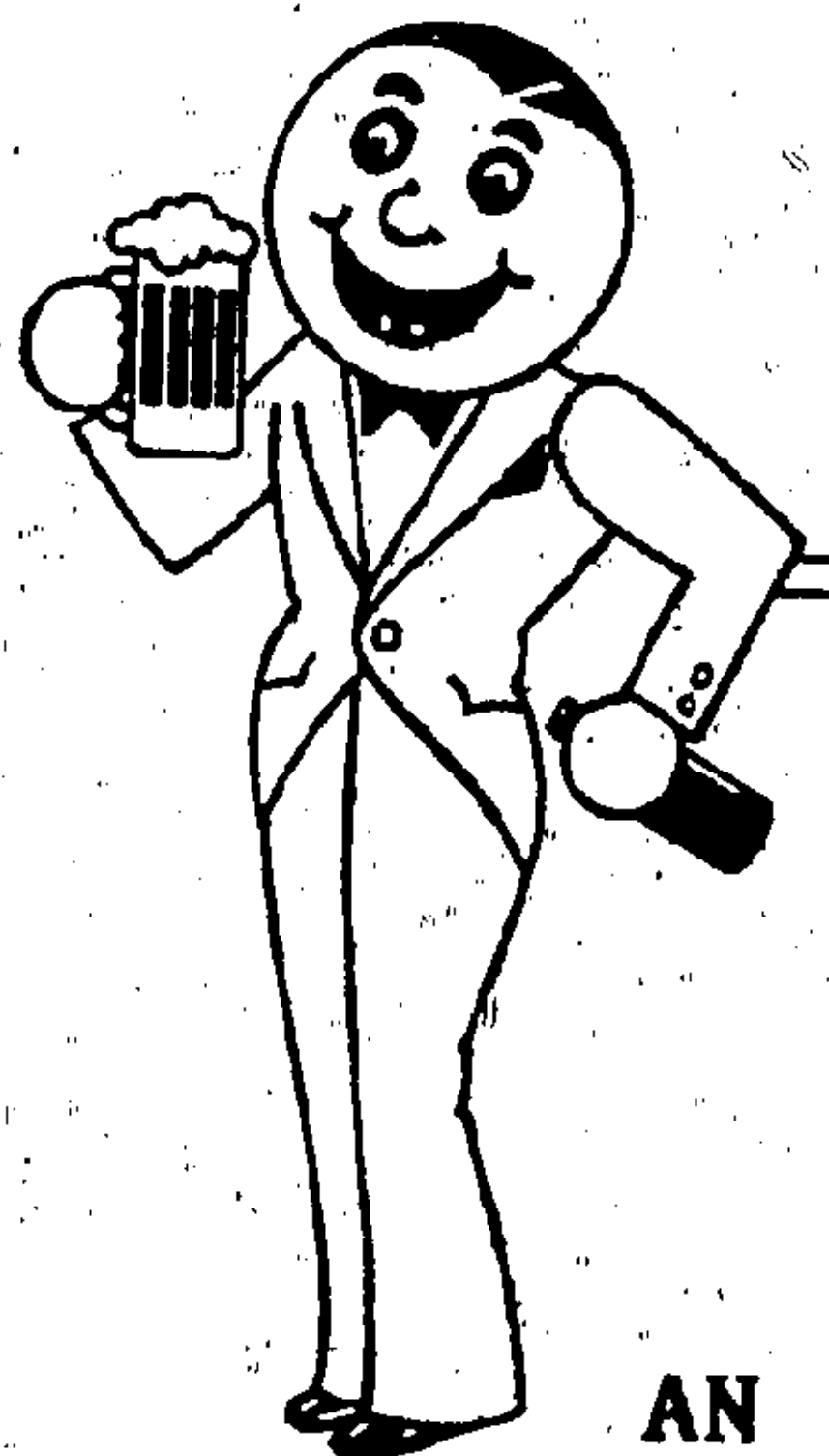
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A
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AFTER



TO-DAY'S RADIO PROGRAMMES

BROADCAST BY Z.B.W. ON 355 METRES

- 12.30 to 2.15 p.m.—European programme.
12.30 p.m.—Concert Waltzes.
12.50 p.m.—Two Songs by Peter Dawson (Bass-Baritone).
1 p.m.—Local: Time Signal and Weather Report.
1.03 p.m.—A Variety Concert.
1.15 p.m.—Relay: Hong Kong Hotel Orchestra.
1.30 p.m.—Reuter Press Bulletins, Rugby Press News, Local: Weather forecast, time and announcements.
1.40 p.m.—Relay: Hong Kong Hotel Orchestra.
2.15 p.m.—Close down.
4 to 7 p.m.—Chinese programme.
7 to 11 p.m.—European programme.
7 p.m.—
Band Selections from Grand Opera.
Il Trovatore (Verdi).
Carmen (Bizet).
Tales of Hoffman (Offenbach).
2.25 p.m.—
A Cello Recital by W. H. Squire.
1. Abandoned (Evensong) (Schumann).
2. Air (arranged on "Air on 4th String") (Bach).
3. Romance (Debussy).
4. Les Cloches (Debussy).
7.40 p.m.—
Russian Music.
His Dreamy Waltz (arr. Schwartz).
Waltz of the lost Love (Schwartz).
Vocal—Chante Souris — "The Knife Grinder's Daughter".
Down the Mother Volga.
Pas D'Espagne Waltz.
Volga—Waltz.
8 p.m.—Local: Time Signal, Weather Report and Announcements.
8.03 p.m.—
From the Studio.
A Recital by G. F. d'Aquinio (Tenor) accompanied by E. Gualdi.
8.20 p.m.—
The London Piano Accordion Band.
The White Cliffs of Dover.
The Cubalero (Cuban Rhythm Dance).
Campus Moon.
There'll never be another you.
Where the Mountains meet the sea.
Remembrance.
8.40 p.m.—
Song Memories.
Welsh Memories.
Vive la Compagnie; When Johnny comes marching home.
There is a Tavern in the town.
Oh Hush thee, my babe.
9 p.m.—A Relay of the Daventry News Bulletin and Announcements (Copyright by Reuter).
9.20 p.m.—
From the Studio.
A Piano-forte Recital by Harry Ore.
9.40 p.m.—
The Mills Brothers and The Boswell Sisters.
1. Sleepy Head — The Mills Brothers.
2. Why don't you practice what you preach — The Boswell Sisters.
3. Lazy Bones.
Nagasaki — The Mills Brothers.
4. St. Louis Blues.
Travlin' all Alone — The Boswell Sisters.
10 p.m.—Big Ben.
From the Studio.
An Interlude on two pianos by Doreen Ma and Horatio Ozorio with vocal refrain by Doreen Ma.
PROGRAMME
1. Two Pianos—Dinah.
2. Song—Seein' is believin'—Doreen Ma.
3. Two Pianos—The very thought of you.
4. Song—Let yourself go—Doreen Ma.
5. Two Pianos—Moonburn.
6. Song—But where are you—Doreen Ma.
7. Two Pianos—Pardon my love.
8. Song—Every now and then—Doreen Ma.
10.30 p.m.—
Light Orchestral Selections.
Handel in the Strand (Grainger).
Mock Morris Dances (Grainger).
The Waltzing Doll (Feldini).
At Dawning (Cadman).
A Fairy Ballet (White).
Raindrops—Pizzicati for strings (de la Riviere).
Fantasia on Scottish Airs (arr. Mulder).
11 p.m.—Close down.

BERLIN PROGRAMME

- 4.58 p.m.—Call DJQ, DJA, DJB (German, English).
German Folk Songs.
5 p.m.—Famous Artists: Cello Recital by Richard Klemm, a.o. Sonata in A major by Beethoven.

- 5.30 p.m.—News and Economic Review in English.
5.45 p.m.—Robert Schumann: Abegg Variations.
At the Piano: Friedrich Rolf Albes.
6 p.m.—The Fuhrer's Roads. The National Speedways in the building and in use.
6.30 p.m.—Old English Love Songs from the Age of Queen Elizabeth.
Marie Beutner, Soprano.
6.45 p.m.—News and Economic Review in German.
7 p.m.—Concert of Light Music.
8 p.m.—News in English—Sign on DJQ.
8.15 p.m.—Greetings to our listeners.
8.20 p.m.—Concert of Light Music (continued).
9 p.m.—Sign off DJA and DJB (German, English).
9.05 p.m.—Call DJA, DJB, DJN (German, English).
German Folk Songs.
9.10 p.m.—Greetings to our listeners in India.
9.15 p.m.—News and Economic Review in German on DJA, DJB, DJN.
9.30 p.m.—Music for seven Stringed Instruments.
Conductor: Walter Jentsch.
10 p.m.—News and Economic Review in English on DJN and in Dutch on DJA, DJB.
10.15 p.m.—To-day in Germany. Sound Pictures.
10.30 p.m.—The Olympiad 1936.
10.45 p.m.—Popular Orchestral Concert. Among the items: Peer Gynt Suite I and II by Grieg.
Conductor: Hans Oskar Hassé.
12 midnight.—Close DJA, DJB, DJN (German, English).

RADIO MANILA

- 5.30 a.m.—Breakfast Hour of News and Music—English and Spanish Current Events and Vaudeville of the Air, conducted by Don Alva. Morning Exercises by Prof. G.T. Suva, of the Insular Life Assurance Co.
7 a.m.—Sign Off.
9.30 a.m.—Nelson Financial Review and Musical Varieties.
11.30 a.m.—Sign Off.
2.30 p.m.—Nelson Financial Review and Musical Varieties.
3.45 p.m.—Sign Off.
6 p.m.—Sunset Dance Programme by the Lyric Orchestra.
6.20 p.m.—Spanish Informational Period.
6.35 p.m.—English Informational Period.
6.55 p.m.—Stock quotations, through the courtesy of Swan, Culbertson and Fritz.
7 p.m.—La Insular Cigar and Cigarette Factory presents "Aires Filipinos," with Juanillos, Jr. and his String Ensemble.
7.20 p.m.—"Rincon Espanol," featuring Ramon Estrella.
7.35 p.m.—Symphonic Interlude.
7.45 p.m.—Elizalde y Cia. presents Enya Gonzales, soprano.
8 p.m.—Educational Programme, conducted by the National Federation of Women's Clubs of the Philippines.
8.15 p.m.—"App on the Air," sponsored by the Cebu Portland Cement Company.
8.30 p.m.—Kindergarten Musicals, featuring the Montserrat Trio—Carolina, pianist; Manuel, violinist; and Felipe, violoncellist.
8.45 p.m.—Stock Quotations and Local Market Reports.
9 p.m.—N.E.P.A. Programme.
9.30 p.m.—Tirso Cruz and his Manila Hotel Orchestra.
10 p.m.—Sign Off.

BEST-SELLERS IN LONDON

(Special Air Mail Service)

London, June 14.
Miss Freya Stark's "Southern Gates of Arabia" is first this week, as it well deserves to be. But she has an excellent string of runners-up: Sir Arnold Wilson's "Walks and Talks Abroad," Mr. Hesketh Pearson's "Lobby," Mr. Beverley Nichols's "The Fool Hath Said," Dame Ethel Smyth's "As Time Went On," the two volumes of Mr. Noel Coward's "To-night at 8.30," and "Footnotes to the Ballet," edited by Miss Caryl Brahms.

In fiction, "Trent's Own Case," by Mr. E. C. Bentley and Mr. Warner Allen, is still universally called for. And there is a constant demand for R. B. Cunningham-Graham's "Rodeo," E. C. Sheriff's "Greengates," Lord Berners's "The Camel," Mr. Victor Canning's "Fly Away, Paul," and "A House of Women," by Mr. H. E. Bates.

A. H. MANGOLD FOUND GUILTY

Theft And Uttering Forged Cheque

Shanghai, June 17.

"I realise that I have to bow to the decision of the jury, but I strenuously maintain my plea of not guilty, and ask you for mercy," said Albert H. Mangold, when a jury of five, after an all-day hearing in H. M. Supreme Court, yesterday, found him guilty of uttering a forged cheque, knowing it to be forged, and further, with the larceny of the same cheque for \$180.65 from Mrs. Agnes Wachtel. He was sentenced by Judge P. Grant Jones to nine calendar months' imprisonment with hard labour on the larceny charge, and 18 months' imprisonment with hard labour on the forgery charge, the sentences to run concurrently. Mr. Victor Priestwood, the Crown Advocate, conducted the prosecution, Mr. J. L. Winklemann appearing for the defence.

The cheque in question was drawn on the Chase Bank in December by the American-Oriental Banking Corporation, in payment of a 7 per cent. dividend, and, when presented and cashed at the bank on December 24, 1935, purported to bear the endorsement of Agnes Wachtel, to whom it was issued.

Upon a plea of not guilty being returned by the prisoner, a jury consisting of Messrs. A. J. Daniels, J. Dalton, S. E. Faber, R. Calder-Marshall, and J. L. Wade was empanelled.

A DIVIDEND CHEQUE

The Crown Advocate said that, some time last year, Mrs. Wachtel left Shanghai to visit Hong Kong, and, before she left, she gave her address to a close friend, Miss M. N. Novadskaya. Both these ladies had current accounts with the A.O.B.C., which, towards the end of the year, issued a dividend to depositors, payment being made in the form of a cheque. Mrs. Wachtel's cheque was received by her friend, who opened it placed it in another envelope with a Christmas card, and gave it to the accused, asking him to address and post it. This was the cheque for \$180.65. On December 23, Miss Novadskaya handed accused the cheque for \$15.20 she had received, and asked him to cash it; she subsequently received this money. The prosecution alleged, however, that at the same time he also cashed Mrs. Wachtel's cheque, after forging the endorsement, and kept this money.

Miss Novadskaya gave evidence that she had known Mangold for nearly twelve years. She asked him to address the envelope as her own writing was not very good, and she was not a brilliant speller. Cross-examined, she said that Mangold sent it under registered cover, and subsequently gave her a receipt for a registered letter. Later she received a gold dollar cheque from the A.O.B.C. for Mrs. Wachtel, and this she also handed Mangold to post. Mrs. Wachtel received this cheque.

Mrs. Agnes Wachtel said she did not receive the cheque for \$180.65, but only a Christmas card from Mangold, who owed her \$250 for room and board, having been a tenant of hers when she was in Shanghai. Cross-examined, she said that, when writing to the accused, who was an old friend, she always signed herself "Agnes," when she came back to Shanghai, in January, she called on the Chase Bank, and they gave her a statement to sign, after which she received her money. She still did not think the accused stole her cheque.

Mr. W. J. Lamneck, chief clerk of the Chase Bank, said that, on the day in question, his sole duty consisted of receiving A.O.B.C. cheques, but, owing to the fact he was busy, he perhaps somewhat perfunctorily checked the endorsement with the signature cards provided by the liquidator of the bank. Regarding the statement Mrs. Wachtel signed, this was in accordance with American banking procedure, and was necessary in order to substantiate their claim against their insurers in the United States.

THE DEFENCE

Electing to give evidence, Mangold said that, as the two lady witnesses were old friends of his, he advised them in December that he had heard the A.O. Bank was going to pay a dividend to depositors. Miss Novadskaya subsequently showed him Mrs. Wachtel's cheque, enclosed it in an envelope in his presence, and asked him to post it, which he did. At her request, he subsequently cashed her own cheque for \$15.20. He briefly related the various positions he had held in China since 1919, and said that, when he was invalided out

of the Customs last summer, he became assistant manager of the Union Jack Club. He resigned from this in January this year, as the work was uncongenial.

Cross-examined: I put it to you, you cashed that cheque for \$180.65?—I did not.

And that you did it, knowing the endorsement on the back of it to have been placed there by someone without Mrs. Wachtel's knowledge or consent?—I know nothing at all about the endorsement. I did not cash the cheque.

Re-examined.—Are you absolutely sure that you posted that registered letter yourself and did not give it to anyone?—I am positive. I posted it myself.

CHAIN OF CIRCUMSTANCES

Addressing the jury, the Crown Advocate said the prosecution's evidence was logical and therefore could be believed, whereas the defendant's story depended on a chain of circumstances. Mrs. Wachtel, from her evidence, was prejudiced, as she was in favour of the accused; but she denied ever receiving the cheque. The evidence of the bank all went to prove that the man who cashed that cheque was the man who cashed Miss Novadskaya's cheque; the latter the accused himself admitted cashing, and there was his answer as to what had happened to the other cheque.

In reply, Mr. Winklemann said the prosecution relied upon "only three suspicious circumstances" for their case—the marks on the cheques, the same tab number on both of them, and the fact that the paying out of the two cheques appeared in consecutive entries in the bank's ledger.

"REGISTERED LETTERS GO ASTRAY"

It was unfortunately quite possible in China for registered letters to go astray. He suggested it was not outside the bounds of possibility that someone in the Chinese Post Office, who had a friend in the Chase Bank, held on to the cheque for \$180.65, and, when another cheque was handed in, the paying-out clerk took out enough money to cover both cheques, but hung on to the difference. He was not saying that this was so, but it was a definite possibility.

The Judge warned the jury that, if they entertained any reasonable doubt in the matter, they were to give the prisoner the benefit of any such doubt. He wished to mention that he thought Mr. Winklemann, who came to a strange Court, and where a strange language was spoken (Mr. Winklemann is a Netherlander), had defended the prisoner very ably.

After half an hour's deliberation, the jury returned a verdict of guilty on both charges. The Judge, before passing sentence, said that on the evidence before them he thought the jury had found rightly.

EXPRESS FREIGHT FACILITIES FOR 200 CITIES

Pan-American Airways, and approximately 20 other air-line organisations in America, have joined forces in a unified air-express system which effects important accelerations in the transport of urgent freight.

These air interests have also arranged with certain ground service organisations, for an express door-to-door pick up and delivery service which expedites considerably the movement of loads between cities and aerodromes. The new system now provides an improved air express service to more than 200 cities in the United States and Canada.

SELECT ENTERTAINMENT

QUEEN

SHOWING TODAY AT 2.30, 5.15, 7.20 & 9.30 P.M.



NEXT CHANGE
THE CINEMATIC EVENT OF ANY SEASON!
"The Story of Louis Pasteur"
with the outstanding star of the screen
PAUL MUNI

4 SHOWS DAILY 2.30-5.15 7.15-9.30

ORIENTAL THEATRE

TAKE ANY TRAIN OR HAPPY VALLEY BUS

FLEMING ROAD WANCHAI TEL. 28473

YOU CAN BET ON THIS!
If a picture is shown at the Oriental it's a good one!

2 DAYS ONLY TO-DAY • TO-MORROW •

ARE 100,000 COLLEGE MEN
100,000 GUINEA PIGS?

What becomes of all the college youngsters every year... College told them "The World is Yours!" The World said "Try and Get It!" They are up against a stacked deck!

A PICTURE EVERY COLLEGE STUDENT SHOULD SEE!

THEY TRIED TO
LICK THE WORLD
WITH A DIPLOMA.

Gentlemen ARE BORN

FRANCHOT TONE
JEAN MUIR
MARGARET LINDSAY
ANN DVORAK
ROSS ALEXANDER
NICK FORAN

STAR

TO-DAY & TO-MORROW

SWEET DREAMS
The Indian-fighting skipper
who battles the
mighty before he was
before he was married!

W.C. Fields

MAN ON THE FLYING TRAPEZE

with **MARY BRIAN**
KATHLEEN HOWARD

FRIDAY, ONE DAY ONLY!
"DAVID COPPERFIELD"
An "Old Favourite" that
you can't afford to miss!

THE EAGLE'S BROOD

William Boyd heads a stellar cast of players in the filmization of Clarence E. Mulford's new story for Paramount's "The Eagle's Brood" that opens to-day at the Queen's Theatre. Portraying "Hopalong Cassidy" Mulford's famous western fiction character, Boyd impersonates one of the old west's fearless gun-fighters.

In "The Eagle's Brood" "Hopalong" has become a man of the law a peace officer in the great Southwest who can use his head as well as his hands. Jimmy Ellison, new western star, is seen in the role of "Johnny Nelson," youthful "pay" of Hoppy, who idolizes him and of whom "Hoppy" is continually trying to keep out of scrapes. Together they ferret out a band of "Bad-men" who have held the town of Hell Centre in a reign of terror and through strategy they succeed in whipping them out and restoring law and order to the community. Others in the cast include William Farnum, Addison Richards, George Hayes, Joan Woodbury, Frank Shannon, Paul Fix, Al Lydell and Dorothy Revier.

"I want to thank you for giving my wife your seat in the car yesterday afternoon."
"Oh, that's all right! I'm getting tired of our being accused of giving our seats only to pretty girls!"

TO-DAY AT THE CINEMA

Hong Kong

KING'S:—
"Where's George?"
QUEEN'S:—
"The Eagle's Brood"
ORIENTAL:—
"Gentlemen Are Born"

Kowloon

ALHAMBRA:—
"Top Hat"
MAJESTIC:—
"Broadway Hostess"
STAR:—
"Man On The Flying Trapeze"

Coming

KING'S:—
"The Dark Angel"
QUEEN'S:—
"The Story of Louis Pasteur"
MAJESTIC:—
"Rendezvous"

"WHERE'S GEORGE?"

AT THE KING'S

Sydney Howard's latest film "Where's George?" which is showing at the King's Theatre to-day is a surprising combination of Lancashire and Yorkshire talent in the funniest comedy yet made by Sydney Howard—or anyone else!

Sydney Howard is typically gormless as Alf Scodger, a hen-pecked husband and the most timid man in the Yorkshire village where he is blacksmith. His life is centred upon a foal, George, which he keeps out of his wife's sight in his smithy.

After a glass of beer, Alf becomes involved in a dispute over the rugby league match to be played between his village, York-caster, and its Lancashire rival, Oldcastle. He joins the home team—at practice and displays an amazing ability to catch the ball, with the result that he is selected to play in the great match.

Then follows one of the highlights of the film when he dreams that he is Arizona Alf, a Wild West he-man. He enters a saloon, shoots up everybody in sight, and then wakes up.

The next day George disappears from the smithy and, disconsolate at the loss, Alf disgraces himself on the rugby field. He is carried off but his nagging wife drives him back again. He sees George wandering behind the opposing goal and, overjoyed, Alf runs towards it. The ball is kicked in his direction and he catches it automatically, running on to score the winning try.

Sydney Howard extracts the last ounce of fun from the many comical situations, and he receives magnificent support from Mable Constanduros as his wife, and Leslie Sarony as a brother-in-law.

MAN ON THE FLYING TRAPEZE

Above all else W. C. Fields, screen comic, has a unique style of delivery which has endeared him to millions.

Fields, who is starred in Paramount's "Man on the Flying Trapeze," coming to-day to the Star Theatre, declares he acquired his raspy voice as a youngster, and never has lost it. Few people know he started his career as a vocal comedian, turning to pantomime when he left for abroad.

The Fields delivery is unique. The lines themselves, with the raspy Fields voice reciting them, gain a distinctive humour that no other funny man on stage or screen can imitate or equal.

Paramount put him in a picture called "International House." The public roared. He was given a film contract by Paramount and put upon his own, privileged to write his own pictures and his own dialogue.

Three Of World's Richest Men To Co-Star In Film

Thanks to the enterprise of a young Englishman, three of the world's richest men are to co-star in a film.

The men whose private lives will be brought to the screen are the Nizam of Hyderabad, the Maharajah of Bikanir, and the Maharajah of Jaipur, the Indian potentates whose combined wealth is reputed to exceed £300,000,000.

The film, which will be in colour, will capture all the glitter and gorgeous pageantry of their Eastern kingdoms.

Richly decorated palaces, traditional processions in all their Oriental magnificence will be offset by "shots" revealing the simple life led by the rulers in the midst of colossal riches.

The man who has secured permission to take this film is adventurous, cheery, blue-eyed F. W. Wilson.

HIS WINNING WAY

With his usual winning manner, he walked in and succeeded where a dozen big film companies had failed.

The Nizam of Hyderabad, the first star in the film, is the world's richest man. His total income is said to exceed £150,000,000.

His annual income is £10,000,000. His State coach is of pure gold from his own mines of Golconda. Fourteen million people come under his rule.

The State of Bikanir is ruled by the six-foot, military-looking Maharajah, Britain's firm friend and ally.

In his state Mr. Wilson will be able to film the crack Bikanir camel corps.

OWNS FLYING CORPS

The ruler of the state of Jodhpur, the Maharajah of Jaipur, ranks as one of India's most modern princes.

He has spent a vast sum of his private fortune in founding and maintaining a chain of aerodromes in his country. He has raised his own private corps of airmen.

Forty of his polo ponies, to be shown in the film, are worth £1,000 each.

In his State army the native infantry all wear kilts and have their own pipe bands.

JOHN McCORMACK FOR B. I. P.

FAMOUS SINGER TO MAKE STORY OF IRELAND

Count John McCormack, the famous Irish tenor has signed a contract with British International Pictures to star in a story with an Irish background, that will go into production sometime in August. The name of the story in which he will be featured, has not yet been announced, but it is planned that a company will go over to Ireland to secure the authentic Irish backgrounds for the picture. Brian Desmond Hurst, who directed the other B.I.P. story of Ireland, "OURSELVES ALONE," has been named as director of this new subject. "OURSELVES ALONE," dealt with the tragic side of Ireland, but only the gay side of life in the Emerald Isle will be emphasised in this new production.

John McCormack's last screen appearance was in "SONG OF MY HEART," a Fox picture that was made in Ireland in the early days of the talkies and a film that was one of the first big talkie successes. Incidentally, this was the picture that led to the discovery of a little Irish girl called Maureen O'Sullivan, since to become famous as "TARZAN'S" mate in numerous jungle adventures. Following his very successful talkie debut, Count McCormack set out on a concert tour, appearing all over the World, at all the best known musical centres. Now, with his fame and his popularity greater than ever, he has been tempted back to make a second film appearance in a story to be made about and in, the land of his birth.

COLUMBIA SIGNS POLLY MORAN

Polly Moran, who was "Two-Gun Nell" in those early comedies long before there was a Hollywood, has entered another phase of her remarkable career as a comedienne. This week she was signed to a long-term contract by Columbia Pictures which calls for her to be starred in a series of two-reel comedies.

Miss Moran, who with the late Marie Dressler, formed one of the greatest comedy teams the screen has ever known, has been playing these comedy roles for many decades. The short features in which she has appeared are too numerous to mention. A few of the many full-length productions in which she also had featured roles were "Callahans and the Murphys," "Bringing Up Father," "Shadows of the Night," "Dangerous Females," "Chasing Rain-bow," "Prosperity," "Alice in Wonderland," and "Hollywood Party."

"MEET NERO WOLFE"

Edward Arnold's newest starring picture for Columbia will be released in U.S. under the title of "Meet Nero Wolfe." The Studio announces: "It is a film adaptation of Rex Stout's popular detective story 'Fer-de-Lance.' Lionel Stander and Victor Jory have

DETECTION OF CRIME IN SHANGHAI

How The S.M.P. Calls Science To Its Aid

PHOTOGRAPHY SPECIALLY VALUABLE

Shanghai, June 19.

The methods employed in the detection of crime and the manner in which the Shanghai Criminal Investigation Department works were the subject of a lecture given yesterday evening by Mr. S. C. Young, Deputy Commissioner of the S. M. Police, at the International Arts Theatre. Mr. Young addressed a large audience, and was introduced by the Secretary of the Shanghai Municipal Council, Mr. J. R. Jones.

Murder, according to Mr. Young, is the worst crime that can be found in any country, and he emphasized the fact that this particular crime is brought to the attention of people more than any other. Yet murder, as far as results show, does not present as many difficulties as do many other lesser crimes. All manner of scientific means are used in catching the murderer to-day. The modern criminal is more scientific than the older type, and thus it is necessary to use science to catch him. Fingerprints are especially valuable. He told of the development of the fingerprint until it came into universal use. Although signatures and seals could be forged, it was realized early that a thumbprint could not be.

The earliest official use of fingerprints was by Sir William Herschel in 1858. He used the thumbprint as a protection against forgery, and all documents and seals of his were accompanied with his thumbprint as an added precaution. The general use of the fingerprint in connection with the detection of criminals was delayed, however, owing to the lack of a method of classification which would enable the finding of the required prints in a collection. Sir Francis Galton and Sir Edward Henry ultimately evolved a system of classification, and the latter introduced it to Scotland Yard in 1901, when he was Commissioner of Police of the Metropolis.

Photography also is considered specially valuable in the detection of the criminal, as it affords a means of identification. Both front and profile pictures are taken of a man, and, although many changes may be made in his appearance, such as the growing or cutting off of the hair or moustache, he still can be identified. Measurements also are taken of a criminal so that, no matter what change he may make in his appearance, he still can be identified.

Mr. Young spoke at length on the point of identification, and said the Bertillon system of identification was devised some years before a method of classifying fingerprints was evolved. (N.C.D.N.)

Featured roles in the production, which was directed by Herbert Biberman, Theatre Guild expert.

KING

AIR-CONDITIONED THEATRE

SHOWING TO-DAY AT 2.30, 5.0, 7.15 & 9.30 P.M.

Let's join George!

SYDNEY HOWARD

Where's George?



"CAROLINA MELODIES" (S. N. S.)
"FOR OLD TIMES SAKE" (ORGANOLOGUE)

NEXT CHANGE

FREDRIC MARCH - MERLE OBERON - HERBERT MARSHALL
in "THE DARK ANGEL"
UNITED ARTISTS PICTURE

ALHAMBRA

NATHAN RD. KOWLOON DAILY AT 2.30-5.30-7.30 & 9.30 P.M. TEL. 558 556

TO-DAY ONLY!
BY POPULAR DEMAND!



Comedy Cast including Edward Everett Horton, Helen Broderick, Erik Rhodes, Eric Blom.
LYRICS AND MUSIC BY IRVING BERLIN

TO-MORROW
"EVERYBODY'S OLD MAN" with IRVIN S. COBB & ROCHELLE HUDSON

FINA SHOWINGS TO-DAY

MAJESTIC THEATRE

At 2.30, 5.20, 7.20 & 9.20 P.M.



Thursday:—WILLIAM POWELL in "RENDEZVOUS"

ALFRED RODE KEEPS BUSY

Alfred Rode, the famous Czigan band leader, who is appearing with Lupe Velez in the new British Artistic film, tentatively called "GIPSY MELODY," is one of the busiest men in pictures at the moment, for in addition to having written the story and composed the music for the film, he has been organising a Czigan band of nearly a hundred musicians and has been recruiting these from the ranks of the British players. Despite popular opinion to the contrary, these British musicians can put over the Gipsy melodies with all the fire and verve of the continental orchestras. Of course, a number of his original orchestra will also be retained because some of the instruments can only be played by men who have specialised in them and they are something of a musical rarity. The cymbalum, for in-

stance takes something like twenty years to master, while the torogate is another very difficult instrument to play perfectly. One of the highlights of the film will be the playing of Liszt's Second Hungarian Rhapsody, by the entire orchestra.

"GIPSY MELODY" is being made under the direction of Edmund Greville, and there is a strong cast that includes Fred Duprez, Jerry Verno, chosen after his fine performance in "OURSELVES ALONE," Margaret Yarde, Raymond Lovell, Monti de Lyle, Doris Long, and Lewis Darnley. The film is being made under the supervision of Emil Rehnert, with Leon Hegner, managing director of the company acting as production manager. Claude Friese Greene is photographing.

"Yes, the smallest thing seems to upset my wife. The other day she was doing a cross-word puzzle and she asked me, 'What is a female sheep?' 'Ewe,' I said, and she burst into tears."

"Always Something New"

at
Maizees

"Bell Sharmeer Hosiery"



designed for the individual, is the most flattering stocking you can buy because it fits exactly."

"Several pairs in lock thread weight and each colour gives you a stocking match in case of accident."

Styles

- Brev
- Modite
- Duchess.

Shades

Sandra
Parade
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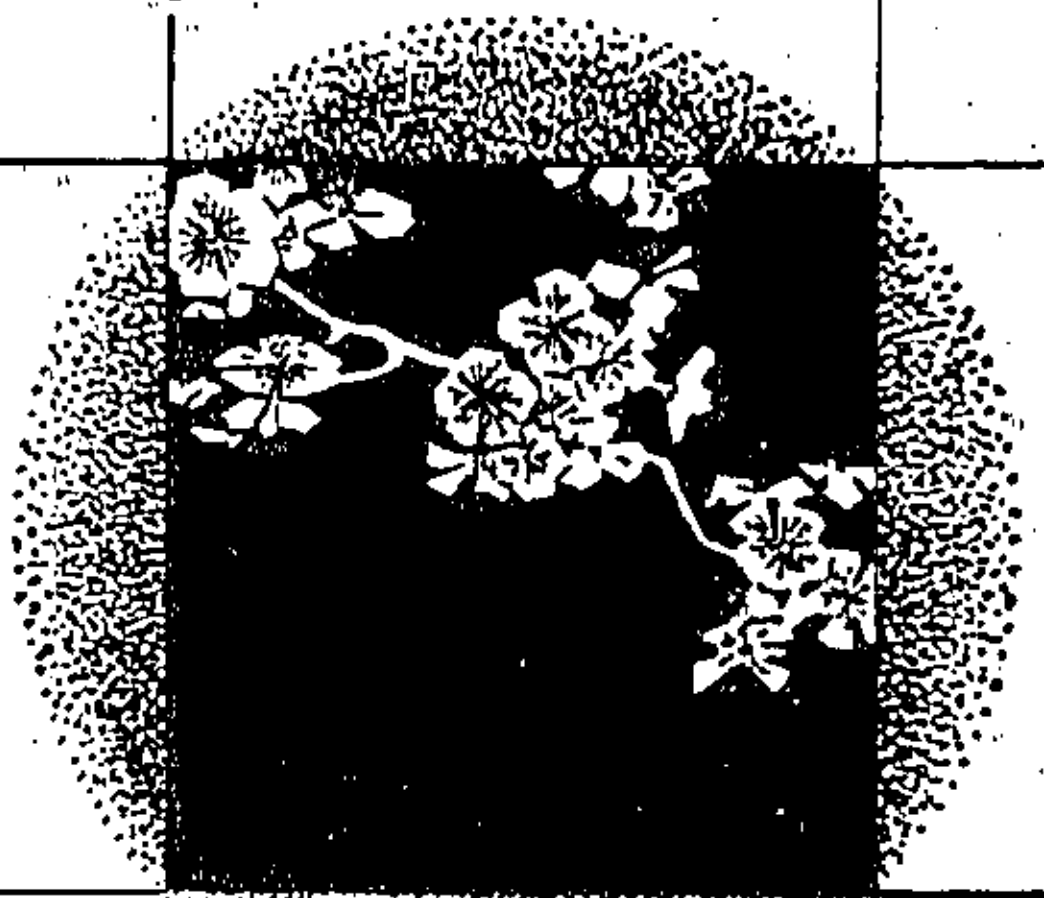
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SHORTAGE OF SEAMEN

MR. RUNCIMAN ON NEED OF RIGHT TYPE

House of Commons, June 14.
Conditions in the merchant service and the tramp shipping subsidy were questions raised by Mr. Greenwood (Soc., Wakefield) on the Board of Trade Vote in the House of Commons, recently.

The manning report of the Merchant Shipping Advisory Committee, he said, was received in February last, and he recalled that the Parliamentary Secretary to the Board of Trade had stated that the recommendations in the report would be implemented in the new Board of Trade regulations.

In March, however, the ship owners approached the seamen and proposed a new scale substantially lower than that unanimously recommended by the Advisory Committee.

The National Union of Seamen stood out for the scale suggested in the report, and later in May rejected an alternative scheme put forward by the owners.

The shipowners, declared Mr. Greenwood, were trying to wriggle out of the recommendations of the Advisory Committee, and he strongly suspected they were being aided and abetted by the Board of Trade.

CASE QUOTED.

He quoted the case of a ship of just under 2,750 tons which sailed to the Black Sea carrying only the master and one mate as officers. The Board of Trade permitted the vessel to sail on receiving a letter from the master to the effect that he would take a watch during the voyage. That meant that the master would be working 84 hours a week apart from his responsibilities as master. He had no option but to do this as his job was as stake.

Mr. Greenwood asserted that it was criminal for the Board of Trade to allow the ship to sail under such conditions.

With regard to the crews' quarters generally, he said he hoped more active steps would be taken to get rid of the slums of the sea and to make certain that new ships conformed to higher standards in this respect.

He thought it wrong that the subsidy for tramp shipping should be paid when the owners employed numbers of foreign seamen.

He moved, a reduction of the Vote.

Sir Herbert Cayzer (Con., Portsmouth S.) quoted letters from shipowners denying the allegations made by Socialist speakers during the last debate on this subject.

It was said the Clan Line, with which he was associated, was one of the largest employers of Chinese seamen, when, as a matter of fact, they employed no Chinese at all. Shipowners resented these misrepresentations.

The tramp shipping subsidy, he said, was a whiff of oxygen for a patient at the last gasp, and was merely a palliative and not a cure.

MR. RUNCIMAN'S REPLY

Mr. Walter Runciman, President of the Board of Trade, said the question of manning was by no means a simple one. They must take care not to cripple the Merchant Marine by imposing on them a manning scale to which they could not comply.

He had received reports of a shortage of seamen from Plymouth, Falmouth, and many other ports. The supply of sea-minded men might fall short of the requirements in the near future.

It was not so easy now to get young men of the right type for the Merchant Marine, and if they were to be attracted they must be provided with better surroundings.

Mr. Greenwood's motion to reduce the Vote by £100 was defeated by 191 to 119, and the debate on the Vote was adjourned.

AN AMBASSADOR VISITS MANCHESTER

London, June 11.
Sir Hugh Knatchbull-Hugessen, who will shortly sail for China to take up his appointment as British Ambassador to that country, yesterday paid a visit to Manchester as the guest of Sir Kenneth Stewart, chairman of the China Section of the Manchester Chamber of Commerce. In the morning he took a trip down the Ship Canal and visited the works of the Lancashire Steel Corporation at Ilham, and in the afternoon he went round the textile machinery works of Platt Brothers, Ltd., of Oldham.

GUNS AND TACTICS:
A RETROSPECT

Phases Of Naval Thought Shown By Armaments

(BY SIR HERBERT RUSSELL)

It is interesting to learn that the Admiralty propose to rearm the cruisers of the "Hawkins" class with 6in. guns. There are the only vessels left in the Fleet which mount the 7.5in. gun, and the change will mean the disappearance of that weapon from the Royal Navy. Thus will be effected yet another step towards the simplification of naval artillery, which seems to have become a cardinal point in connection with modern warship design. I cannot believe that there will be any dissent from this policy in the Navy itself.

The old conception of a gun for every purpose—never, of course, carried beyond theory—was an obvious counsel of confusion. It sounds quite plausible to ask, "Why use a 12in. shell when a 9.2in. shell would prove fully effective; why use a 9.2in. when a 7.5in. would serve the purpose; and why even use a 7.5in. when the much quicker delivery of the 6in. gun would probably give the best results of the lot?" But only consider what such a choice of weapons would involve in ship design, manufacture, ammunition storage, and training. The mixed-armament era of Sir William White gave us battleships with three patterns of heavy guns (including the 6in. in this classification), and they were bad enough in all conscience as "opportunistic fighters."

The coming of the "all-big-gun" period, for which Lord Fisher was mainly responsible, fortunately saved Sir Philip Watts from perpetuating the exaggerated gunnery mixture with which he started his distinguished succession to Sir William White in the two "Lord Nelsons." The original Dreadnought was the most single-gun type of battleship ever built. She carried ten 12in. guns, with nothing between that and a big bunch of 12pdr., which might have sufficed to check torpedo attacks thirty years ago, but would be totally inadequate against present-day destroyer tactics. The Dreadnought market the coming of the era of intensive fire power, and, likewise, the end of a phase which began with the replacement of the ancient method of broadside mounting by turret guns. This great and prolonged transitional period produced some very interesting experiments, not the less so because they were palpably wrong before they were started.

SOME CONSTRUCTIONAL FREAKS

There was only one big tragedy, the loss of the Captain, but "the sweet little cherub who sits up aloft and looks after the life of poor Jack" must have a terribly anxious time watching some of the freaks in which men went forth from the naval ports. During this period the disposition as well as the character of armaments illustrated varying views as to future action tactics. Indeed, instead of tactics being applied to making the best use of gun power, the position was often reversed, and the current code of tactical training dominated the extent and, more particularly, the placing of the armament.

Thus, during the 'eighties of last century, the growing mastery of the gun in the tests against wrought iron armour brought about the idea that ships could not survive long in broadside actions. Broadside belting had then reached a thickness of 18in. I have been to sea in vessels so protected, and, heavens, how they foundered! Clearly, there must be a halt to this competition, in which it was certain that the gun was winning. Such people as Krupp and Harvey were already evolving the remedy, but the Service did not know what was going on in the foundry laboratories until the "Majestic" class burst upon them with 9in. Harveyized steel belts, offering treble the resistance of the composite protection of their predecessors, the old "Royal Sovereign" class. So the problem was how to expose the broadside as little as possible in battle, and one result was the development of "bow and quarter" tactics. In this formation ships might expect to be raked if they were hit at all, but they presented much smaller targets, and were very unlikely to be penetrated in their vitals. I have been in naval manoeuvres in which these tactics were practised, but I confess I cannot now remember how it was proposed that bow-and-quarter formation should be maintained when the combatant fleets had so far closed that the approaching echelon had to change course. A typical ship designed for this

sort of fighting was the ill-fated Victoria, which carried her two 110-ton guns in a turret forward.

BEFORE THE DREAD-
NOUGHT ERA

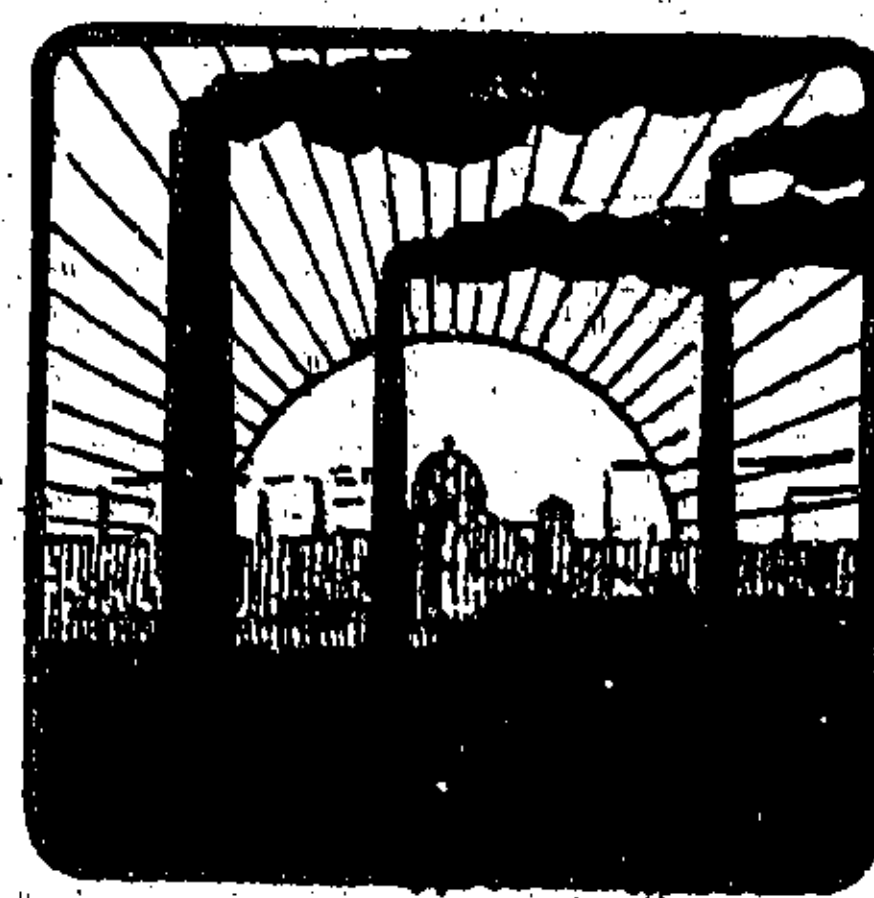
The great aim of the big-ship designer from the abolition of the broadside system of artillery disposition to well into the Dreadnought era was to render it practicable to employ as many of the total number of heavy guns as possible upon any one target at any one time. We heard a great deal then about the arc of fire, a term which has become almost superfluous under modern conditions. Long after square yards and canvas had totally vanished from the Navy, save in the case of two or three little training brigs, masts and shrouds remained.

The rigging got in the way of a clear broadside traverse for the guns either forward or aft. Looking back it seems strange that this comparatively trivial obstruction should have been suffered so long. The tripod was proposed by Capt. Cowper Coles, who perished in the Captain in 1870. It made its first appearance as a regular feature in the Dreadnought in 1906, but the full possibilities of it in relation to "arc of fire" were not utilized for some years after this. The earlier classes of the all-big-gun ship mounted ten heavy weapons, and in no circumstances could they ever bring more than eight of them to bear at one time. The tripod needs no shrouds nor supporting rigging at all, and the athwartships spread of its legs at the deck is probably only about one-third of the beam; moreover, where two masts were considered indispensable to the appearance of a warship it was very soon evident that one tripod was quite sufficient for all purposes.

The centre-line plan of armament disposition made its appearance in our Navy with the advent of the "King George V." class. Those ships mounted ten 13.5in. guns in five turrets, the radial centres of which were all dead in the midship line. It was thus possible to fire the whole of these on either broadside. The midship turret had an arc of cut-

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out both forward and aft, but this was a very great improvement upon the wing turret in previous "Dreadnoughts" which were cut-out for more than half the circle. This centre-line method is attributed to the Americans, and I have not the least desire to dispute their claim, merely adding that I think the inventor of the tripod really foreshadowed the idea.

Five enormous turrets in line means imposing rather a lot even on a hull more than 500ft. long, and the next step was a distinct improvement. The 15in. gun first made its appearance in the British Navy in the "Queen Elizabeth" class, and these vessels, together with the "Royal Sovereign" class which followed them, carry eight of these weapons in four turrets. Excepting over very small segments of the circle, dead ahead and dead aft, the whole of these can be brought to bear upon a target, and a touch of the helm will suffice to bring the target clear of that segment if necessary. Thus it is true to say that the method of armament disposition in these capital ships does not express any particular tactical conception since it can be employed to the full in every possible form of battle evolution.

NELSON AND RODNEY

In the Nelson and Rodney a novel plan of armament disposition was introduced. A very considerable length of the forward part of the ship is left clear, as a gun platform, and nine 16in. guns are employed in three turrets at varying heights to enable the weapons to fire over one another. Dead astern fire is impracticable, but as this is really only likely to be necessary against a pursuer, and as such ships as these expect to do all the chasing themselves that is to be done. The trifling disability does not amount to much, especially as a very small yaw would very soon open a blanketed target to all the guns. The technical advantages of this bunching of the guns and maga-

zines are undoubted, but there is considerable conflict of opinion as to whether these two ships could maintain such good shooting as the "Queen Elizabeths." Possibly, a prejudice against the triple turret in our own Navy has something to do with this suggestion. Nowadays, when no battle practice returns are published as in pre-war times, we have no opportunity to judge as to the comparative merits disclosed by gunnery exercises in the Fleet.

BEST ALL-ROUND GUN

As to the vexed question of what is "the best all-round gun" for the different categories of fighting ships, I venture to think that an intelligent answer would be "the smallest gun which is perfectly adequate to doing its job." The size of the gun more than any other single factor has brought about the immense growth in the size of the ship. In 1900 we had the 12in. gun weighing 50 tons unmounted and the 15,000-ton battleship to carry it. A quarter of a century later we have the 16in. gun weighing 103.5 tons unmounted and a 34,000-ton battleship to carry it. There has been such an improvement in weapons and ballistics that an 8in. gun cruiser of to-day could knock-out a 12in. gun battleship of 1900 without being scratched. We want weapons with which to fight "any enemy," but surely it is possible to set very practical limitations to the cult of size for the mere sake of size. There comes a point beyond which size, or rather what size implies in fighting power, is mere extravagance of wasted energy. The British taxpayer has just been unpleasantly awakened to the fact that we "must do things as cheaply as is possible." Let us be satisfied with ships which can hit smashing blows up to the full range of visibility from their observation stations. If other nations like to build ships which can deliver smashing blows twice as far as their people can see, let them waste money and ammunition by all means.

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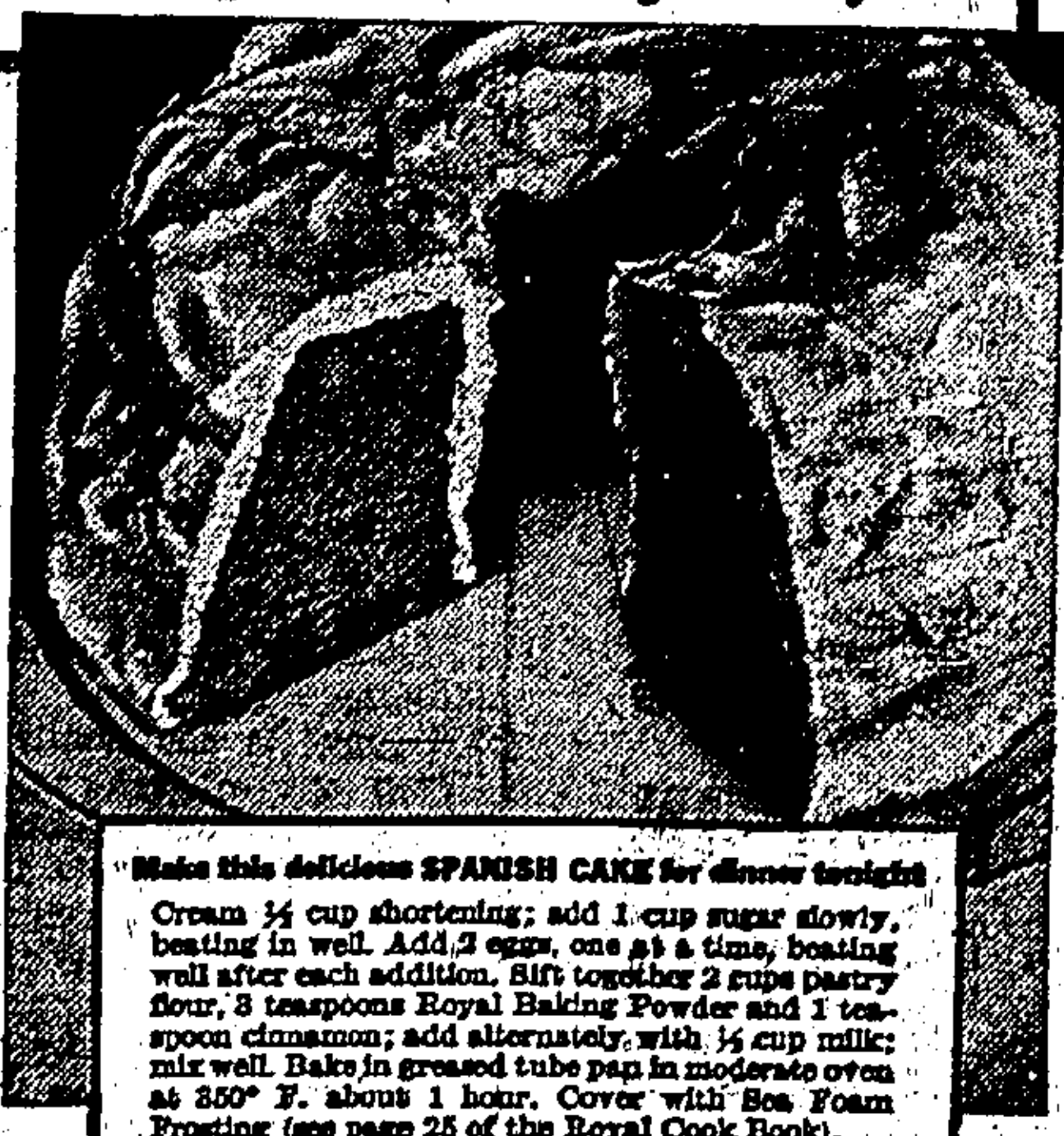
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CARLES "SWICKS"

BIG PARADE MARKS KING'S BIRTHDAY

Governor Takes Salute At Race Course

IMPRESSIVE SPECTACLE

With the most impressive spectacle that Hong Kong had seen for years, the King's birthday was celebrated yesterday.

Huge crowds packed the stands and grounds of the Happy Valley race course where the Governor (Sir Andrew Caldecott) took the salute at a march past of troops.

At night the customary reception and dance was held at Government House.

RECEPTION AT NIGHT

The review at the race course was on a scale never before seen in Hong Kong, including men from the naval, military and air forces, the Hong Kong Volunteer Defence Corps' Police and St. John Ambulance.

Crowds began assembling at the race course about 4.30 p.m. and had soon filled the members and public stands and enclosures.

They fringed the route of the march past in the middle of the course, lined the streets outside and filled the balconies and roofs of houses in the vicinity.

Troops arrived to the strains of martial music and taking up positions in the middle of the arena, made an impressive picture when viewed from the height of the stands with their orderly ranks standing out against the green of the course.

Lady Caldecott arrived shortly before the opening of the ceremonial.

CLOCKWORK PRECISION

The arrival of the General Officer Commanding (General A. W. Bartholomew) marked the call to attention.

As the mounted party trotted out into the middle of the course, a bugle rang out, the sound of "Sole Arms" followed and a thousand bayonets glinted in the sun as the whole force moved as one man.

This manifestation of well trained forces was one of the most impressive aspects of the review.

As the mounted party proceeded to inspect the troops, the Governor's car drew up, escorted by the motor cycle machine gun section of the Hong Kong Volunteer Defence Corps.

The Governor's arrival was the signal for "God Save the King" and as the huge crowd stood silent and at attention, the Union Jack was unfurled on the flagstaff near the saluting base.

ROYAL STANDARD

The King was again honoured as the Union Jack was replaced by

the Royal Standard and when three cheers were called for, the entire body of troops removed their hats and sent three lusty shouts ringing round the valley.

The march past was led by the General Officer Commanding, the Governor taking the salute at a base erected in front of the main stand.

It took 40 minutes for the troops to pass the saluting base.

After the G.O.C. and the mounted party came the contingent from the Royal Navy, followed by the Royal Marines. Then came the 8th Heavy Brigade R.A., 5th Anti-Aircraft Brigade R.A., Hong Kong Mule Corps, Hong Kong and Singapore Brigade R.A., Royal Engineers, Royal Welch Fusiliers, East Lancashire Regiment, Royal Ulster Rifles, 8th Punjab Regiment, Royal Army Service Corps, Royal Air Force, Hong Kong Volunteer Defence Corps, Hong Kong Volunteer Naval Force, detachments of European, Chinese and Indian Police, and the St. John Ambulance.

The massed bands were under Bandmaster A. B. Yule of the East Lancashire Regiment.

GOVERNMENT HOUSE

Many Attend Reception At Night

Myriads of lights illuminated the grounds of Government House where Sir Andrew and Lady Caldecott received many citizens who attended the customary celebration of the King's birthday.

The ballroom was especially decorated for the occasion and a large crowd filled the rooms and grounds.

During the morning the Governor received the consuls of foreign countries who attended to pay their respects to the King.

Warships and merchant vessels in the harbour were dressed during the day and at noon a salute was fired.

DORADO BRINGS PASSENGER FROM ENGLAND

Japanese Makes A Quick Trip

HEAVIEST MAIL

First passenger to fly from London to Hong Kong by Imperial Airways, Mr. K. Nagabuchi arrived in Hong Kong yesterday by the R.M.A. Dorado.

A Japanese business man who wants to reach Japan as soon as possible, Mr. Nagabuchi left immediately for Canton where he will take another plane for Tientsin and cross to Japan by sea.

He left London on June 13 and expects to be in Japan to-morrow.

Mail carried by the Dorado is steadily increasing and each week sees a heavier load being carried. Yesterday she brought in 149,632 kilos (329,19 lbs.) which is the heaviest yet carried.

In addition there were 272 kilos of freight.

NEW ROOMS

For The Australian Association

ANNUAL MEETING

Members of the Australian and New Zealand Association are notified that, due to a re-arrangement of accommodation by the Gloucester Hotel, the Association's rooms have been removed to the third floor of Gloucester Building.

The Association's next launch picnic is to be held to-morrow night. The launch will leave the police pier, Kowloon, at 8.30 p.m.

The annual general meeting of the Association has been fixed for Thursday, July 16, at the Association rooms, at 5.30 p.m. Nominations will be received for the vacant executive positions of President, Vice-President, secretary, treasurer and five committee members (three men and two women). Nominations should be forwarded to the secretary, Mr. R. McNeill, China Light and Power Co., Hong Kong.

TWO INJURED

Castle Peak Road Mishap

Mr. E. L. Curtis and Miss M. Noronha were injured when they were thrown from a motor-cycle on the Castle Peak Road on Saturday.

According to a report made to the police, Miss Noronha was riding pillion on a motor-cycle driven by Mr. Curtis. They were following a motor car and when near the 13 mile post the cycle suddenly ran over a bag of cement on the road.

Mr. Curtis received slight injuries and Miss Noronha, who was more seriously hurt, was removed to the Kowloon Hospital.

the public streets and highways of the Settlement in good repair and in a safe condition for the use of the public.

Defendants, it is alleged, failed to keep the streets and highways of the Settlement in good repair and so mismanaged them that they were unsafe, in that defendants failed to erect walls, posts and railings or other means by which the public would be notified of the danger at the extreme end of Yangtzeppoo Road. The alleged highly dangerous condition of the end of Yangtzeppoo Road is referred to as a "death trap," of which fact, states the petition, defendants were well aware in view of previous serious and avoidable accidents which had occurred at the same place. Each of the deceased, it is stated, has a number of dependents who were entirely reliant upon them for support, education and maintenance.

Plaintiffs are seeking judgment for different individual sums amounting to a total of \$188,734, in addition to the costs of the suit, and reasonable attorney's fees. (N.C.D.N.)

ROYAL NAVY

THE ENTRY OF CADETS

(Special Air Mail Service)

London, June 10. The First Lord of the Admiralty, in his letter published in "The Times" on May 30 in regard to the improved prospects of a career for boys who join now as cadets, made no reference to the question of the ages of entry. Parents or guardians who contemplate putting boys into the Navy should distinguish clearly between entry into Dartmouth College, which is at about 13½ years of age, and that by the special entry examination, which is at about 17½ years.

For the Dartmouth entry, application should not be made until the candidate has reached 12½ years of age. There are three entries a year, in January, May, and September, and candidates must be more than 13 years and four months but not more than 13 years and eight months of age on the preceding December 1, April 1, and August 1 respectively. The applications must be received at the Admiralty as follows:—For the January entry, before October 18; for the May entry, before January 16; and for the September entry, before May 16. A committee interviews each applicant separately, and there is also a qualifying examination.

To be eligible to sit for the Civil Service examination for a special entry cadetship, a candidate must have attained the age of 17 and must not have attained the age of 18 on the following dates:—June examination, July 1 following; November examination, January 1 following. The examinations usually begin on the fourth Tuesday in June and the third Tuesday in November. Successful candidates join a training cruiser for a year's service, during which they receive pay at the rate of 1s. a day. No fees are payable in respect of special entry cadets, but parents or guardians are required to make on their behalf a private allowance at the rate of £36 per annum during their period as cadets. This is for books and similar expenses, and is in "no way" a personal allowance to the cadet himself.

CADETS' AGE OF ENTRY

In amplification of the notes on the entry of cadets published, it should be pointed out that the upper age limit for the special entry has recently been raised. It is now 18½ years instead of 18 years. The change takes effect with the examination which is being held this month.

COMMISSIONING OF THE ROYAL OAK

The battleship Royal Oak is to commission at Devonport for trials after large repairs. She has been in dockyard hands since June, 1934, and the various improvements and renewals made in her have cost about £1,000,000. Capt. T. B. Drew, O.B.E., recently attending the senior officers' war course and formerly Deputy Director of Personal Services, has been appointed in command of the Royal Oak.

BATTLE CRUISER SQUADRON

H.M.S. Repulse, Capt. J. H. Godfrey, is to leave Portsmouth for service in the Mediterranean, after large repairs at Portsmouth which have considerably enhanced her efficiency. She will take the place of her sister ship the Renown, which arrived at Sheerness on May 23, and which after giving leave will pay off for large repairs at Portsmouth Dockyard, towards the cost of which £720,000 is voted in the current Navy Estimates.

The decision to transfer the Battle Cruiser Squadron to the Mediterranean Command was announced by the First Lord on March 1, 1935, but it is not yet known when the Hood, flagship of the Vice-Admiral Commanding, will be transferred. For some time she has been at Gibraltar with other Home Fleet units. The Hood is overdue for recommissioning, since her present ship's company joined on August 30, 1933, and it may well be that she will return to England for this purpose before long, as the Queen Elizabeth has done.

APPOINTMENTS

H.M.S. Capetown, which recently returned home for refit, will be recommissioned at Devonport on July 30 by Captain C. Coppinger for further service on the China station.

Gunner (T.)—J. Hughes, to Adventure, on recommissioning, June 17.

H.M.S. CAPETOWN

The cruiser Capetown, Captain D. A. Budgen, which returned to Devonport from the China Station,

ROYAL TOAST

Volunteer Sergeants At Home

The Volunteer Defence Corps Sergeant's Mess was at home yesterday when many members of the Corps and their friends were present.

Military headquarters were represented by the G.S.O.1, Colonel H. C. Harrison and Captain R. C. B. Anderson, M.C., Adjutant.

Among those present were Capt. H. Westlake, R.S.M. Parkinson (President of the Mess), C.S.M. Baptista, C.S.M. Everest, C.Q.M.S. Westlake, Sergt. Hooper, Sergt. Coombs and Sergt. Bottomly (Signals).

The health of the King was proposed by R.S.M. Parkinson.

WEDDING

Mr. J. R. Johnson And Miss Keyes

FUSILIER GROOM

London, June 10.

The marriage took place yesterday in the Henry VII Chapel, Westminster Abbey, of Mr. James Robert Johnson, The Royal Welch Fusiliers, eldest son of Lieutenant-Colonel R. B. Johnson, late The Royal Welch Fusiliers, and Mrs. Johnson, of Mataban, Avalon Beach, New South Wales, and Miss Diana Margaret Keyes, eldest daughter of Admiral of the Fleet Sir Roger Keyes, M.P., and Lady Keyes, of Tingewick House, Buckingham. The Dean of Westminster, the Rev. C. M. Armitage, and the Rev. W. Llewellyn officiated.

The bride, who was given away by her father, wore her mother's wedding dress of cream duchesse satin and lace. The low rounded neck had a transparent gimp, and the tight-fitting, high waisted bodice was made with loops of the material at the shoulders and trimmed in front with scrolls of orange-blossom. The pleated train fell from the waistline and her lace veil was held in place by a wreath of orange-blossom. She carried a sheaf of auratum lilies. There were two pages—Patrick Bowly and Robin Linzee; two little bridesmaids—Angela Bowly and Helen Dorrien-Smith; and six older attendants—Miss Elizabeth Keyes (sister of the bride), Miss Betty Bowly, Miss Rosemary Keyes, Miss Belinda Boyle, Miss Betty Dickson, and Miss Maureen Gibson. The pages were in tunics of cream and gold brocade, with cream trunk hose, and all the bridesmaids had dresses of cream-tinted faille. They were made with high-draped necklines, slightly puffed sleeves, the fullness at the back of the skirts forming slight trains. They had wreaths and bouquets of mixed cream flowers. Mr. R. C. Rose Price, The Royal Welch Fusiliers, was best man.

A reception was held at 13, Grosvenor Place, and then the bride and bridegroom left to spend the honeymoon in Spain. The bride went away in a dress of deep pink crepe, with a black hat and coat, and a silver fox fur.

will give leave in two watches, and is to recommission on July 30 for further service on that station. Captain C. Coppinger, O.B.C., has been appointed to her in command on recommissioning.

Surgn. Lt.-Col. J. G. Maguire, M.B., to Adventure, June 17. Mids.—F. G. C. Dickens and E. F. Hamilton-Meikle, to Cumberland, Aug. 1.

Gunner.—H. J. Smart, to Adventure, on recommissioning.

Schoolmaster.—J. S. Hewitt, to Adventure, June 17.

Cdr.—N. A. Prichard, to Adventure (on recommissioning).

Lts.—R. A. P. Mountfield, R. F. Colville, P. W. F. Stubbs, and I. C. Gordon, to Adventure, on recommissioning (June 17).

The first chief executive officer of the new cruiser Penelope, under construction at the yard of Messrs. Harland and Wolff, Belfast, will be Captain G. W. T. Robertson, formerly Deputy Director of Naval Ordnance. One of the three cruisers included in the 1933 programme, the Penelope was launched in October last year. She is the first warship to be built at Belfast since 1918.

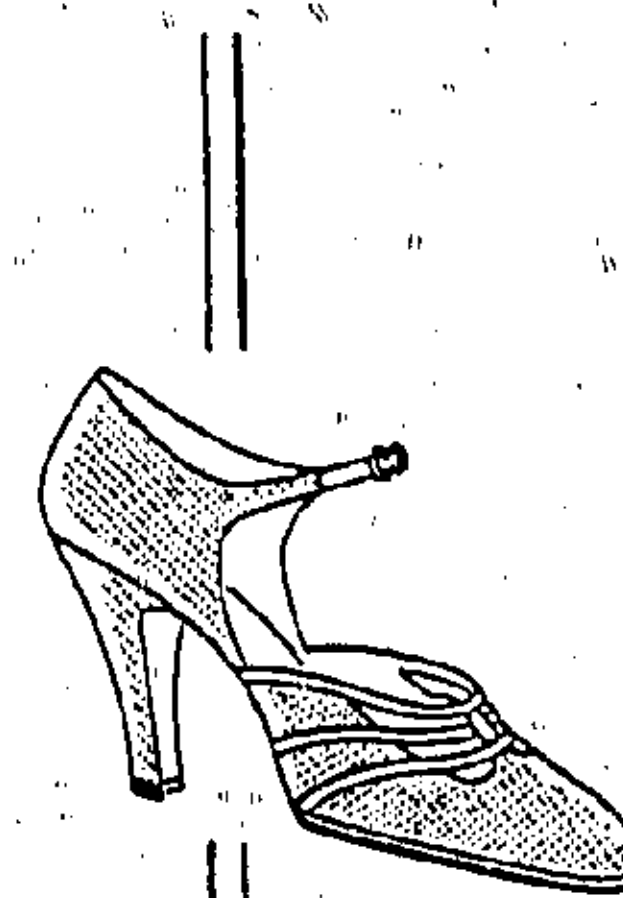
The Admiralty notified the following appointment: Lt. E. G. J. D. Fulford, to Adventure, June 17.

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(Special Air Mail Service)

London, June 14.

Miss Florence Shirras, whose marriage to Mr. Ernest Hamilton Holmes, British Consul-General in Japan, took place at Yokohama on Saturday, has sprung a surprise on her many Aberdeen friends. They imagined she was a "woman with a career," not likely to be lured into matrimony. A first bursar at King's College for Women, London, Miss Shirras went to Japan some years ago, and made a great success of her post as secretary to a big oil concern with British and American interests. Her romance developed so quickly that even her brother was bowled over when his blessing was sought by cable. He is Principal Findlay Shirras, of Gujarat College, Bombay, now home on holiday at Greystones, Ballater, and he was able to inform me that his sister had a wedding gown of cream lace-draped satin, made in record time by "the" dressmaker of Shanghai. His new brother-in-law, a widower and an Irishman, retires this year, and will bring his bride home to settle in England. But, of course, a visit to Aberdeenshire is indicated first of all.

S.M.C. SUED IN COURT OF CONSULS

ALLEGED NEGLIGENCE IN UPKEEP OF ROADS

Shanghai, June 19.

Following the accident which occurred in Yangtzeppoo Road at about 4 a.m. on May 12, as a result of which seven persons were drowned through their car plunging into the Whangpoo River Canal, the widows and legal administrators of the seven deceased, have filed a petition in the Court of Consuls, Shanghai, against the Shanghai Municipal Council, Messrs. Rodger & Co. are counsel for the petitioners.

Seven causes of action are included in the petition, the claim on each count being that the accident was caused by reason of the unsafe and dangerous condition of the terminus of Yangtzeppoo Road, resulting from the negligent and careless failure of the defendant to keep this terminus in a safe condition for the use of the public. The Shanghai Municipal Council, states the petition, is charged by the law applicable for the International Settlement, and by the law of the land was bound to keep

SMART MAN!

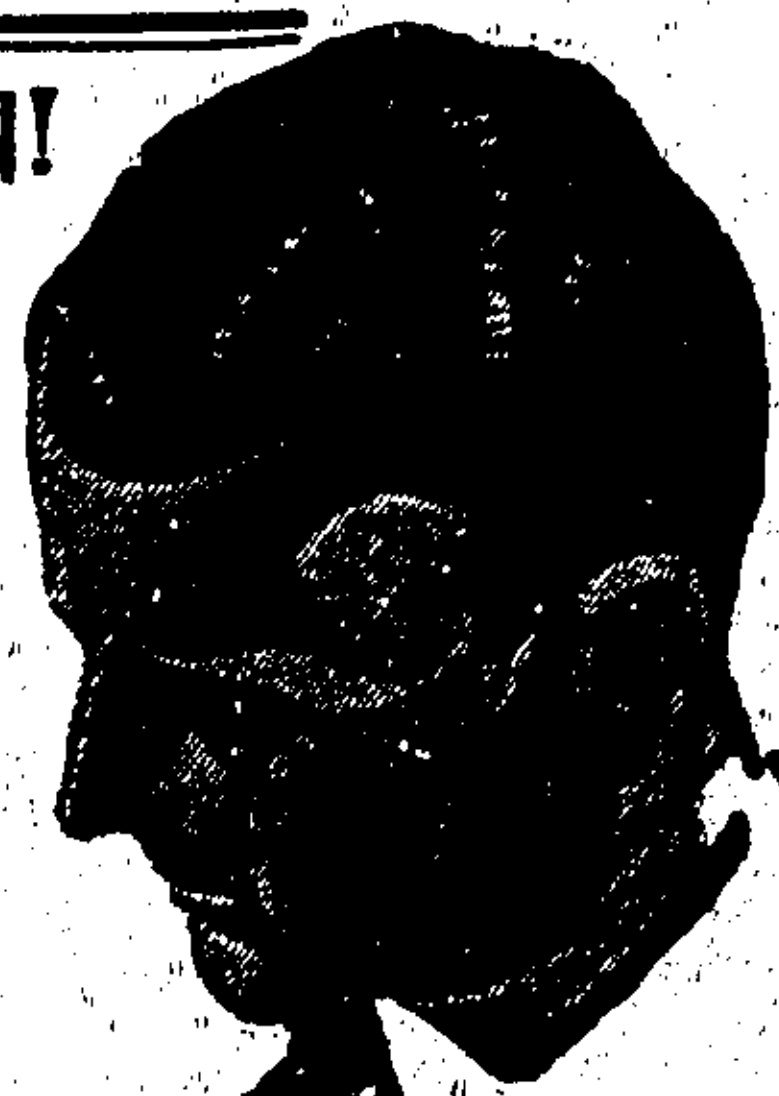
he uses Anzora

A very smart idea! For a little Anzora used on the hair in the morning will keep it tidy until bedtime. And a neat appearance is an asset, socially or in business. There is no other hair fixative as good as Anzora—for more than thirty years it has been supreme. And it suits every head. Anzora Cream for greasy scalps, Anzora Violet for dry scalps and Anzora Brilliantine if you prefer glossiness.

ANZORA

MASTERS THE HAIR

From all Chemists, Hair-dressers and Stores
ANZORA PERFUMERY
CO., LTD., LONDON, N.W.6
ENGLAND



ENGAGEMENT
O'CONNOR-ALGAR.—The engagement is announced between Gerard Joseph, son of the late Dr. Bernard O'Connor, M.D., barrister-at-law, of Lincoln's Inn Fields, and the late Mrs. M. S. O'Connor, and Miss, younger daughter of the late Mr. and Mrs. A. E. Algar, of Shanghai, China.

MARRIAGE
TURREL-HARE DUKE.—On June 10, 1936, at St. Nicholas's Church, Middleton, Sussex, by the Rev. G. Caspey, Geoffrey Redmayne Turrel, H.B.M. Consular Service in China, younger son of Mr. and Mrs. J. Turrel, of Evesham, to Pamela Joan, eldest daughter of Mr. and Mrs. J. A. Hare Duke, of Cawnpore and Middleton.

DEATH
PICKERING.—On June 8, 1936, at 4, Cleveland-mansions, Cleveland-road, South Woodford, E. 13, Nestor (née Waterman), widow of Harry E. S. Pickering, late of Woodford and Shanghai.

Editorial and Business Office: 11, Ice House Street. Tel. 30251.
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London Office: 53, Fleet Street E.C. 4.

The Daily Press.

HONG KONG, JUNE 24, 1936.

A BUSIER BRITAIN

Improvement in British trade and employment is holding its own. There were some who feared the peak of employment had been reached last December, and that the seasonal unemployment of midwinter would not be followed by a period better than the corresponding period of last year. But as it turned out, there were 411,000 more employed in March than a year ago and 1,216,000 more than three years ago. Total unemployment figures, though still high, had fallen to 1,881,531.

There are two reasons for regarding the situation, with some satisfaction. In the first place it might have been supposed that the alarms and excursions in Europe would prove so disturbing to confidence that trade of every kind (except that of the armaments industry) would suffer a setback. No doubt there have been economic ill consequences following general unrest. But the movement toward recovery has overcome these adverse influences.

The second ground for satisfaction is that improvement has occurred in all the more important British trades, except coal-mining. It is manifest in the building industry, in iron and steel, engineering, the automobile trades, in wool, cotton, pottery—and even in shipbuilding.

This has happened without any spectacular programme of public works on a huge scale. None the less, both the Government and other big spending agencies have been greatly influenced by recent demands for expenditure designed to promote work. There has been all over the country much more willingness to embark on reconstruction schemes, and these cumulatively have been producing big results. The building industry, for example, has been deliberately stimulated. The continuous progress toward recovery is, in part at least, due to conscious policy and the diffusion of a more enlightened economic doctrine.

AMBASSADOR TO CHINA

Leaving In October

London, June 23. The new Ambassador to China, Mr. Hughie Knatchbull-Hugessen, took a prominent part in the China Association soiree yesterday evening. He will be proceeding to Persia at the end of July and thence direct to China in October. —*Reuter.*

BISHOP OF EXETER PASSES

London, June 23. The death has occurred of the Right Rev. Lord William Gascoyne-Cecil, Bishop of Exeter. —*Reuter's Bulletin Service.*

HONoured BY THE KING

First Awards Of His Reign

FOUR NEW BARONS

London, June 22. The King's Birthday Honours list—the first to be issued since His Majesty ascended the Throne—contains four Barons, three Privy Counsellors, four Companions of Honour, and a long list of Knights.

The honour of a Dame Grand Cross of the Royal Victorian Order is conferred on Queen Mary. This is the highest decoration of the Order and has never been previously conferred on anyone.

The Duke of York has been appointed personal Naval and Air A.D.C. to H.M. the King, while the Duke of Kent and Lord Louis Mountbatten have been appointed personal Naval A.D.C.'s to His Majesty.

The Albert Medal in gold has been posthumously awarded to the late Dr. Melly, in recognition of conspicuous gallantry during the disorders in Addis Ababa in May. In his efforts to rescue British and other nationals and wounded Ethiopians, Dr. Melly received fatal injuries.

Other honours include the following:

VISCOUNT
Lord Dawson of Penn, Physician-in-Ordinary in the late King George since 1907.

BARONS
Sir Herbert Austin, Chairman of the Austin Motor Co., Ltd.
Sir Henry Gaultier, Conservative M.P. for East Grinstead, and Recorder of Sunderland.
Sir Malcolm Hailey, former Governor of the United Provinces, India.

Sir Beaumont Pease, Chairman of Lloyds Bank.

PRIVY COUNCILLORS
Colonel Colville, Under-Secretary for Scotland.
Captain Euan Wallace, Secretary to the Department of Overseas Trade.

Earl De La Warr, Parliamentary Secretary to the Department of Agriculture.

KNIGHTS
Mr. I. J. Albery, Conservative M.P. for Gravesend.
Mr. Alfred Webb-Johnson.

DOMINION HONOURS
The Dominions List includes a Companion of Honour for Mr. J. A. Lyons, Australian Prime Minister; and a Commandership of the Order of the British Empire for Miss Jean Batten, for her services to aviation.

K.C.M.G.
Mr. R. L. Craigie, Counsellor of the Foreign Office, for services in connection with the London Naval Conference.

C.M.G.
Captain Danckwerts, and Mr. Adrian Holman, former First Secretary at the Legation in Peking, for services in connection with the London Naval Conference.

Mr. J. W. Davidson, British Consul at Chungking.
Mr. Edwin Taylor, Colonial Treasurer, Hong Kong.

COMPANION OF HONOUR
Professor William George Adams, Warden of All Souls College.

O.B.E.
Mr. Walsh, acting Consul-General at Batavia.

K.C.B.
Vice-Admiral P. F. Rose, Commander in Chief of the East Indies Station. —*Reuter.*

CRICKET CAPTAIN KNIGHTED

All-India Team Leader

London, June 23. Maharaj Kumar, captain of the All-India cricketers now touring Britain, has been knighted in the Birthday Honours list. —*Reuter.*

GERMAN YOUTH LEADER

Honoured In Italy

["Hong Kong Daily Press" Special] Rome, June 23. The King of Italy has conferred the order of the Italian Crown on the German Youth leader, Baldur von Schirach, in accordance with the recommendation made by Signor Mussolini. —*Reuter's Bulletin Service.*

PRESIDENT OF THE U.S.

Roosevelt's Chances Less Secure

DEMOCRAT SPLIT

Philadelphia, June 22. The stage is set for the opening of the Democratic Party's national convention, opening to-morrow. There may be dramatic developments here in the next several days.

The consensus of impartial opinion is that the re-election as President of Mr. Franklin D. Roosevelt, father of the New Deal, which a few months ago seemed assured, can now be secured only by strenuous and untiring efforts to round up every available vote.

Mr. Al Smith's declaration of war on President Roosevelt, and his influence with the enormous Catholic voting power in the United States, the allegations of graft in the New Deal, and the Administration's failure to balance the Budget are among the difficulties facing the President at the outset of his campaign.

It is believed that Mr. Smith may take his followers over to Governor Landon's camp, and Governor Landon is the Republican candidate for the presidency, under a banner of Conservative reaction. Moreover, Senator Lemke, with his inflationary ideas and a new Left Wing following, is thought very likely to detract from President Roosevelt's vote.

SWING TO LONDON

The question is asked whether it will be possible to prevent hundreds of thousands of Republicans' votes, with which President Roosevelt was elected, from swinging back to Governor Landon, popular Kansas leader with the backing of the most powerful newspaper interests in the United States.

It is pointed out that Governor Landon is younger than President Roosevelt, and the new Republican chiefs, headed by Governor Landon's manager, Mr. John Hamilton, are vigorous, mid-Westerners, and far more formidable than the harassed clique that surrounded ex-President Herbert Hoover in 1932.

On the other hand, President Roosevelt's personal appeal to voters is still most powerful, while supporters of the New Deal point out that if the graft charges against that system are true, conditions would be worse if individual states controlled relief work, as Governor Landon proposes they should.

Republicans take comfort from the fact that re-election of a President is rare as a blue moon, but the main danger to Democratic success, in the view of most observers, is the splitting up of the ranks of the party which in 1932 was solidly behind its candidates. —*Reuter.*

CONVENTION PROGRAMME
Philadelphia, June 23. The convention opens at noon with a speech by Mr. James Farley, Postmaster General, who is chairman of the Democratic National Committee and then adjourns until the evening for an address of welcome to Mr. George Earle, Governor of Pennsylvania, followed by a keynote speech by Senator Barkley.

President Roosevelt is not expected in Philadelphia until Saturday when he is scheduled to accept the nomination at a huge open air meeting.

The delegates were early astir this morning and the sidesteps include a remarkable national progress exhibition organised by the Works Administration. —*Reuter.*

FRENCH SHIPPING HELD UP

Paris, June 22. The general strike at Marseilles has prevented six ships leaving port. Seamen have hoisted the red flag on all French ships in Marseilles.

In Rouen 800 sailors struck and thirty ships have been held up. However, the lightning strike at Le Havre was settled in a few hours. —*Reuter.*

PARIS QUIET

Paris, June 23. The city is now in a normal condition though it is estimated that still 20,000 are on strike. In Paris while strikers throughout the country total 200,000. —*Reuter's Bulletin Service.*

WIMBLEDON TENNIS

Doubles Victory For Chinese Pair

London, June 23.

The Wimbledon tennis tournament was continued to-day with a number of doubles matches in the first round. Kho Sin-kie and Gordon Lum registered a victory.

The results were:— In the first round of the Men's Doubles Ganda Dower and Wheatcroft beat W. C. Choy and J. R. Ho (China) 6-4, 6-3 and 6-3.

Choy and Ho were outplayed. Choy was erratic in his backhand and uncertain. He lacked support from Ho.

In their first round of the Men's Doubles Kho Sin-kie and Gordon Lum (China) beat Godsell and Purcell in straight sets, the score being 6-3, 6-4 and 6-0.

Kho and Lum were perfect in combination and played with clever placements and volleying.

In another Men's Doubles match, Itoh and Cunningham beat Deborman and Vandemeyde (Belgium) 6-1, 6-2 and 6-4.

In this encounter Itoh and the American overwhelmed their opponents. Itoh was brilliant, giving an all-round display in volleying, smashing and wily placing.

WOMEN'S SINGLES

In the first round of the Ladies' Singles Joan Saunders (Britain) beat Peggy Scriven (Britain) in straight sets. The scores were 6-4, 6-1 and 6-4.

Fraulein Horn (Germany) beat Mrs. Fabyan, seeded, American Davis Cup player, 6-3, 7-5.

Miss Noel (Britain) beat Mrs. Allister (South Africa) 6-3, 6-1.

Miss K. Stammers (Britain) beat Miss Violet King (Britain) 6-1, 6-2. —*Reuter.*

OPEN GOLF TOURNEY

Leading Scores On First Day

London, June 23. Although showing signs of ravages of yesterday's tempest and it is raining, the British open golf championship has been resumed at Hoylake and Wallasey courses. Yesterday's postponement means that the championship proper only starts on Thursday and the final rounds will be played on Saturday.

The leading scores at 2 p.m. were:

Hoylake: Allan Dalley, 71. Charles Whitcombe, 74. Ernest Whitcombe, 75. J. H. Bussan, 77. Jack McLean, 80. Sarazen, 71. Mr. William, 74. Padgham, 71. James Adams, 76. W. H. Davies, 77. Percy Allis, 89 (course record). Jim Ferrier, 77. Harry Bentley (native champion) 77.

Wallasey: W. Smithers, 71, Ezar (America) 75, Taggart, 76, Matthews from Roehampton, 78. Bert Gadd, 68. Rees, 71. Easterbrook, 75. Reginald Whitcombe, 78. Abe Mitchell, 78. Cox (Ryder Cup player) 73. Bobby Lockes (South Africa) 75. J. Bussan, 76. Branch, 77. Mr. Thomas from Formby, 73. Turner (America) 74. —*Reuter.*

CRICKET RESULT

London, June 23. Derby won by an innings and ten runs. Derby 318. Warwick 109 (Townsend 5 for 44, Mitchell 5 for 42) and followed on for 199 (Townsend 7 for 48). —*Reuter.* (Earlier results on page 10).

M.C.C. AUSTRALIA AGREEMENT

Leg Rule Experiment To Be Tried

London, June 23. The Maribone Cricket Club has written to the Australian Board of Control accepting the eight-ball arrangement over all matches of the Australian tour.

It has been agreed that the experimental leg rule be employed throughout the tour. —*Reuter.*

DRAGON BOAT CAPSIZES

Pearl River Tragedy

Canton, June 23. Sixty persons were drowned and missing when a dragon boat which participated in the festival celebration capsized on the Pearl River. The crew consisted of 148 persons. —*Reuter.*

LENDING MONEY AT HIGH RATES OF INTEREST

Defending Counsel Justifies Practice In Usury Charge Brought Against V. Pinto

Shanghai, June 19.

A further sentence of ten months' imprisonment and a fine of 5,000 lire was imposed on V. Pinto, manager of the Pinto Bank, by Cav. R. Rapex in the Italian Consular Court yesterday on a second charge, that of usury. The first charge, that of defrauding the International Assurance Company, Ltd., was brought against Pinto jointly with Mrs. A. Caccopoli in the Italian Court last week, the first defendant being sentenced on Thursday to 14 months' imprisonment, and a fine of 2,000 lire, and the second defendant being sentenced to six months' imprisonment, and a fine of 200 lire, the latter sentence being suspended for a period of five years. An appeal in the first case was immediately lodged by counsel for the defence, M. D'Auxion de Ruffe and Dr. G. Costantini, and is to be heard by a court of appeal on the island of Rhodes, while a similar appeal has also been filed with regard to the second case.

The case was adjourned last Thursday to allow an expert to examine defendant's accounts, and the first witness to be called in yesterday's proceedings, Mr. Ferrero, gave evidence that he had examined the books, and had found the book-keeping to be very primitive. It was very hard to ascertain anything from them, but judging from two operations he found that the percentage of interest on one loan was one per cent. per month, and on another loan of 1,000, approximately three per cent. per month.

Mr. Gargullo, to whom Pinto had loaned money, declared that on a debt incurred with Pinto in the sum of \$800, he agreed that he would pay three per cent. per month interest.

Dr. Costantini, (cross-examining): For what purpose did you need the money?

The Judge: It makes no difference what he needed it for.

MONEY FROM IDIOTS

Pinto, in evidence, was asked by the judge whether he remembered saying to Count T. T. Tatlasheff, with whom he was confined in jail for a period, that he obtained money from "idiots." Defendant declared that he had made that statement, but had not meant it seriously, but as a joke.

The Judge: It certainly is a great joke. What percentage interest did you charge?—Only one per cent.

After having been shown items in his own account book that showed that an interest of more than one per cent. had been charged, Pinto declared that he had charged two per cent. per month, but the extra one per cent. was made up out of insurance commission, etc. The judge then pointed out an item amounting to over \$1,300, on which an interest of 12 per cent. had been charged, and asked defendant how much interest per month he thought this amounted to.

Dr. Costantini: This has nothing to do with the case. This particular client has nothing whatever against Pinto.

The Judge: It shows Pinto's methods of doing business. Pinto then gave the reasons for which the money was required by Gargullo.

Mrs. Caccopoli said that she had been to see Mr. Gargullo on many occasions for the purpose of collecting from him the money due on loans from Pinto, and at different times he had paid to her varying sums in the region of \$10-\$15, occasionally giving her a cumshaw of \$1, or so. Showing witness the books of the bank, the judge pointed out payments to Pinto by Gargullo amounting to \$50, \$50, and \$200, when the total debt stood at only \$800. After the collection of these sums, declared the judge, the debt still remained at \$800, so these must have represented the interest on the loan.

The next witness, Mr. Carliso, who had also borrowed money from Pinto, said that he did not explain to Pinto why he needed the money, but Pinto asked him whether he had not a brother in the United States. Witness said that he had a brother living in America, but stated that he had no connection with the loan.

"How should I know about his brother in America when he did not tell me about him?" expostulated Pinto to the judge.

LARGE INTEREST PAID
Carliso continued that he had made shipments of hand-made material to the United States, and had made a handsome profit on

TROOPING OF THE COLOUR

Queen Watches From A Window

London, June 23.

Her Majesty Queen Mary watched from a window at the Horse Guards Arch the first Trooping of the Colour of her reign on the occasion of the King's birthday.

This was the Queen's first appearance at a public ceremony since King George's death. She accompanied the Duchesses of York, Kent and Gloucester, and Princesses Elizabeth and Margaret Rose.

Great crowds cheered the King, wearing a scarlet tunic and black bear-skin uniform of the Grenadier Guards, as mounted on a chestnut horse he led the glittering cavalcade down the Mall to the Horse Guards Parade. —*Reuter.*

GEN. SIR CYRIL DEVERELL

Promoted To Field Marshal's Rank

London, June 22.

His Majesty the King to-day approved the promotion of General Sir Cyril Deverell to the rank of Field Marshal, in succession to the late Field Marshal Lord Allenby, hero of the Palestine campaign, and the man who took Jerusalem.

Field Marshal Sir Cyril John Deverell, K.C.B., K.B.E., C.B., has been A.D.C. General to the King since 1934, and G.O.C.-in-C. Eastern Command since 1933. He has also been Colonel of the West Yorkshire Regiment (The Prince of Wales Own) since 1934.

He was born in November, 1874, the son of an army officer, and he married the daughter of the Colonel of the Prince of Wales Own West Yorkshire Regiment, Colonel G. Grant-Dalton.

In 1913-14 he was on the General Staff in India and with the outbreak of war was Brigadier Major until 1915, when he was placed in command of the 4th East Lancashire Regiment. He won the 20th Infantry Brigade, 7th Division, that year and kept the command until 1916 when he was appointed divisional commander, with the famous Third Division in August of that year. He remained Divisional Commander until April, 1919, when he went to the Northern Division of the British Army on the Rhine.

He was promoted Major-General for distinguished service in the field in 1919 and was mentioned in despatches nine times.

After the War, Field Marshal Deverell continued to serve with distinction, being given post as Quarter-Master General in India, 1927-30, and Chief of Staff in India, 1930-31. He was made a full general in 1933. —*Reuter.*

PERSONAL

Lieut.-Col. H. B. L. Dowbiggin, Commandant of the Hong Kong Volunteer Defence Corps, who has been in ill health lately, is in the War Memorial Hospital.

LOCAL AND GENERAL

A dinner dance will be held on the open roof of Repulse Bay Lido—weather permitting—and at the Repulse Bay Hotel in event of bad weather, to-night at 9 p.m.

had charged five per cent. per month on an overdraft. Referring to Count Tatlasheff as a "human derelict," counsel said that he had better not say anything about a man who condemned a fellow prisoner. The fact that money had been borrowed for the sake of sending it to a mistress or husband at home was not one that suggested that the circumstances of the borrower were desperate. In many cases, Pinto had lent the money in a "disinterested manner, and only the previous day he himself had been approached by an Englishman who had been loaned money by Pinto with no interest, and wished to give evidence on his behalf. "The whole thing," counsel concluded, "amounts to much ado about nothing, and I would ask for a dismissal of this case."

GEN. CHEN ASSUMES COMMAND

Head Of Anti-Japanese Forces

SIGNIFICANT ACTION INDICATED

Aggression To Be Strongly Resisted

Canton, June 23. Following a sudden decision reached by the South-west Political Council this morning, General Chen Chi-tang assumed office as Commander-in-Chief of the First Group Army and Anti-Japanese National Salvation Forces.

Mr. Liu Lu-yin supervised the oath-taking ceremony in the presence of General Li Chung-jen, Yu Han-mow and other prominent officials.

This formal assumption of office as Commander-in-Chief is regarded as significant and henceforth events are expected to move with greater rapidity.

A tense atmosphere marked the impressive ceremony of General Chen Chi-tang's assumption of his new post.

Mr. Liu Lu-yin, in the course of a speech of admonition, stressed the necessity for resistance against Japanese aggression and elimination of national traitors.

General Chen Chi-tang in reply significantly declared that the situation was becoming grave and in order to correct the impression that the South-west's present move was directed against the Central Government he considered it essential to assume the post with great hurry.

TO FIGHT JAPAN

General Chen reiterated his determination to use his armed forces to fight Japan under the guidance of the Central Government, especially emphasising the request that General Chiang Kai-shek take the initiative in leading the country to resist the enemy.

The oath includes a declaration to seek accomplishment of the national ideals in accordance with the People's Three Principles, firstly, national salvation through anti-Japanese resistance; secondly, extermination of Communists; and thirdly, overthrow of dictatorship form of politics.—*Reuter*

SOUTH-WEST HOPES

Canton, June 23. Mr. Liu Lu-yin's speech of admonition declared that in entrusting General Chen Chi-tang with the grave task of resisting Japanese aggression, the South-west authorities hoped that General Chen Chi-tang will firstly carry out faithfully the mission of saving the nation through resistance to Japanese aggression; secondly, in order to carry out the mission he will remove national traitors and all other elements that stand in the way of an anti-Japanese expedition.

Liu Lu-yin emphasised that the South-west move was not designed to precipitate a civil war nor directed against any individual, and he deplored the fact that the Nanking authorities misinterpreted the South-west's cause mistaking a patriotic move for a revolt, and urged the people throughout the country to show united determination to resist the Japanese invaders and cope with the national crisis.—*Reuter*

MESSAGE TO NANKING

Canton, June 23. General Chen Chi-tang telegraphed Nanking to-night declaring his assumption of office as Commander-in-Chief of the anti-Japanese forces in accordance with the order of the South-west Political Council and also in accordance with the demand of the people. He declares that in view of the present circumstances resistance cannot be delayed further, and that he and his forces are prepared to fight a hundred bloody battles and hopes he will receive the guidance of the Central Government.—*Reuter*

ATTACK FROM NORTH

Canton, June 23. Although it is generally believed here that General Chiang Kai-shek has completed preparations for an attack in the South, confirmation that he has ordered an offensive is not obtainable.

Replying to Reuter's query, a spokesman of the Kwangsi Army headquarters expressed the opinion that General Chiang Kai-shek was ready to launch a drive at any moment, but there was no confirmation that an attack has already been ordered.

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Mr. Stanley Bruce, who is appointed President at the Montreux Conference on the Dardanelles question.

SANCTIONS AND LOCARNO

French Chamber References

Paris, June 23. The "continuation of sanctions could not be more than a symbolic gesture without real effectiveness," declared M. Delbos in the Chamber. The raising of sanctions will be accompanied by other problems, the solution of which needed negotiations, which should end in consolidation of peace.

M. Delbos' speech was the Government's declaration of foreign policy. The statement was also read by M. Blum in the Senate.

Referring to Germany, M. Delbos stressed the desire of the French popular parties for a Franco-German entente. He said: "Hitler proclaimed a desire for agreement with France. We do not intend to doubt his word as an ex-soldier who four years knew the misery of the trenches, but however sincere our will for understanding, how can we forget the lessons of experience and facts?"

M. Delbos stressed the need for speeding up regional pact negotiations and need for a Danubian pact open to all Central European powers. He pointed out that Germany after violating the Locarno treaty on March 7 had not yet replied to the British questionnaire. He added that France will examine the German suggestions with a sincere desire to find a basis for agreement, but such agreement is only realisable on the principle of indivisible peace threatening no one.—*Reuter*

REGIMENTAL FLAG PRESENTATION

Japanese Ceremony In Peiping

Peiping, June 23. The Japanese Army took temporary possession of a section of Peiping this morning on the occasion of presentation of a regimental flag from the Emperor which arrived from Tokyo last night.

A cord was thrown over the section including the side-walks of two main streets. Only Japanese nationals were allowed on these side-walks, all others being warned off or, where they persisted in staying, being ejected bodily.—*Reuter*

The general impression is that the conference will eventually assume a far wider task than hammering out the Straits convention and become a general conference for Mediterranean security in view of which great interest attaches to the appointment of Mr. Stanley Bruce as President. Some observers see in this evidence that the question of Empire defence will be in the forefront during the discussions. Mr. Bruce's appointment is also interesting historically in view of the part played by the Australian forces at the Dardanelles in the Great War.

The conference routine this morning was a private meeting of delegates for consideration of the Turkish draft convention.—*Reuter*

DELEGATES ASSENT
Montreux, June 22. All delegations at the Dardanelles conference expressed readiness to accept the Turkish draft convention as a basis for discussion, but most of them indicated points in detail on which they made reservations.

Lord Stanhope drew attention to the absence or mention of militarisation of the Straits to which Britain was agreeable. Another notable omission related to the Straits, commission.

DR. WANG INVITED
Canton, June 23. The Chinese evening papers report that General Chen Chi-tang and Li Chung-jen jointly telegraphed Dr. Wang Chung-hui inviting him to proceed to Canton for discussion of the situation.—*Reuter*

DARDANELLES TREATY

Turkey's Request For Revision

POWERS MEET IN CONFERENCE

(“Hong Kong Daily Press” Special)

Montreux, June 22. The Ten-Power Dardanelles conference opened here on Monday at 4 p.m. under very auspicious circumstances. Essentially the Dardanelles Conference is one of all powers who signed the Dardanelles Treaty in 1923, whereby Turkish sovereignty was severely curtailed, in as much as the Turkish State was then compelled to consent to its most vulnerable region remaining entirely undefended. The Conference has met voluntarily to discuss a revision of the Treaty, ardently desired by Turkey.

The central figure in Monday's proceedings was Rushdi Aras. Among those who crowded the conference room were Federal Councillor Dr. Motta, who welcomed the Delegates from Switzerland, Lord Stanhope (Great Britain), Paul-Boncour (France), Litvinoff (Russia), and Titulescu (Roumania).

The Australian Delegate, Bruce, who was Chairman at the last League session, was elected President and Greek Delegate, Politis, Vice-President.

PROPOSALS EXPLAINED

Rushdi Aras, as first speaker, explained the proposals made by the Turkish Government, declaring that the Agreement of 1923 having lost the reason for its existence and proved utterly untenable, the Turkish Government wanted to set an example in peaceful international collaboration in the regulation of the Dardanelles.

The Turkish Government, said Rushdi Aras, had taken into account in the most far-reaching manner the interests of commercial traffic between the Mediterranean and the shores of the Black Sea and gone as far as to guarantee free passage at time of war, providing Turkey itself remained neutral.

The speaker said that Turkey's most vulnerable region was the Dardanelles, but after they had been called the danger zone for over two hundred years, the speaker hoped that this legend would now end.—*Transocean News Service*

SOVIET OBSTRUCTION

London, June 23. Reports from Montreux this morning suggest that there is a slight rift between Turkey and Russia. M. Litvinoff is apparently not entirely satisfied with the provisions of the Turkish draft convention whereby Soviet Russia and other riparian powers would be enabled to move a 25,000-ton battleship in or out of the Straits.

The Soviets also, it is reported, desire the Black Sea to become a closed preserve and no foreign warships be admitted beyond the Bosphorus.

In view of the Franco-Soviet mutual assistance pact, the freedom of the Straits to the Soviet fleet will assume a place of prime importance and the Soviet viewpoint will have France's blessing.

WIDER ISSUE

The general impression is that the conference will eventually assume a far wider task than hammering out the Straits convention and become a general conference for Mediterranean security in view of which great interest attaches to the appointment of Mr. Stanley Bruce as President. Some observers see in this evidence that the question of Empire defence will be in the forefront during the discussions. Mr. Bruce's appointment is also interesting historically in view of the part played by the Australian forces at the Dardanelles in the Great War.

The conference routine this morning was a private meeting of delegates for consideration of the Turkish draft convention.—*Reuter*

DELEGATES ASSENT
Montreux, June 22. All delegations at the Dardanelles conference expressed readiness to accept the Turkish draft convention as a basis for discussion, but most of them indicated points in detail on which they made reservations.

Lord Stanhope drew attention to the absence or mention of militarisation of the Straits to which Britain was agreeable. Another notable omission related to the Straits, commission.

As this was an international water way, the principle of an international commission without interfering in Turkey's sovereign rights should not be abandoned.—*Reuter*

ARABS ATTACK TRAIN

British Troops In Action

JERUSALEM SHORT OF WATER

(“Hong Kong Daily Press” Special)

Jerusalem, June 23. Arab guerrilla bands, which are becoming more and more aggressive day by day, attacked a train on Monday which was escorted by a detachment of British troops, opening heavy fire and raining bombs upon the train which they had forced to halt by putting large pieces of rock on the track. The British troops repelled with machine gun fire.

While the battle was in progress the Arabs placed rocks on the rails behind the train which was thus virtually caught in a trap, being unable to move either backwards or forwards. The British military escort finally succeeded in repelling the Arabs who left seven dead behind them. Two British soldiers are reported to have been wounded.

The Arab insurgents again tampered with the rail water upon which Jerusalem is dependent for its water supply so that the city is once more deprived of its water supply.

The Jerusalem-Jaffa Road for the time being is barred to all except military traffic from seven o'clock in the morning to four o'clock in the afternoon.—*Transocean News Service*

CURFEW ORDERED

Jerusalem, June 23. In order to tighten precautions against Arab snipers and ambush, curfew has been ordered between seven in the evening and 4.30 in the morning along the road from Jerusalem to Haifa and no traffic will be allowed thereon. Pedestrians are not allowed to approach within five hundred yards on both sides of the road.

A bomb was thrown in the Jewish quarter of the city, but there were no casualties, while another failed to explode.—*Reuter's Bulletin Service*

SILVER MARKET

(From Our Own Correspondent)

London, June 23. London silver prices to-day were up 1/16 for “Spot” and unchanged for “Forward,” as follows:

	June 22	June 23
Spot	19-5/16	19-5/8
Forward	19-5/8	19-5/8

TIN QUOTA TO REMAIN

Bolivia's Heavy Arrears

London, June 23. The weight of opinion in London and Amsterdam is that the tin quota will remain at 85 per cent, as a result of Thursday's meeting of the International Tin Committee.

It is considered that the present relationship between production and consumption does not warrant any alteration, while the recent severe price drop should demonstrate sufficiently to Siam what the consequences of a collapse would involve without any drastic change in quota such as some quarters were believed to be favouring a few weeks ago.

Some pronouncement regarding Bolivia is considered most necessary, financial newspapers generally combining in the demand that Britain and Holland should press Bolivia to agree to cancellation of her arrears which during May increased from 1,030 to 11,246 tons, thus demonstrating her inability to recover lost ground.

A strong decision in this direction says the “Financial News” would do a good deal to increase confidence in the tin markets in future although it would certainly result in more rapid increase of stocks within the next few months.—*Reuter*

As this was an international water way, the principle of an international commission without interfering in Turkey's sovereign rights should not be abandoned.—*Reuter*

LONDON INTEREST IN CHINA

LEITH-ROSS STATEMENT SPECULATION

HOPE FOR BETTER RELATIONS WITH JAPAN

London, June 23. The statement of Sir Frederick Leith-Ross is featured in all the principal papers. Another blow to “The Unchanging East” says the “Daily Telegraph” drawing attention to Sir Frederick's comment that the modernisation of China as compared with ten or even five years ago marks many centuries.

He views more hopefully than some recent commentators, says the “Manchester Guardian,” the prospects of the Chinese Government maintaining order in currency and budgetary departments and finance.

The “Morning Post” adds that the statement will be read with keen interest. Needless to say Sir Frederick emphasises the supreme need that nothing be done which would curtail the receipts of the Maritime Customs.

The “Financial Times” draws attention to the sharp recovery of Chinese loans from decline early in June following fears of trouble between China and Japan and reports of intensive smuggling and other complications.

The Leith-Ross statement is distinctly hardening in influence in Chinese loans though the full effect cannot be determined owing to the Dragon Boat Festival while dealers desire time to study the statement.

Members of the House of Commons are anxious for more information regarding the Leith-Ross conversations with the Japanese as it is universally agreed that the Japanese policy remains the crux of the whole Far Eastern situation.

Curiosity is evinced in city circles whether Sir Frederick Leith-Ross on arrival in England will recommend definite action by the British Government.

MR. YOSHIDA'S ARRIVAL
Commenting on the arrival to-day of Mr. Yoshida, the new Japanese Ambassador, the “Morning Post” says that perhaps this augurs a better era for Anglo-Japanese relations. Mr. Yoshida knows England well and made more than one public plea for friendship between the two countries.

His appointment is widely interpreted as a fresh effort to find a basis for Anglo-Japanese co-operation, the absence of which is felt keenly in China and the Far East, but there are other questions such as naval policy and Japanese trade in the British Empire on which there is room for better understanding.—*Reuter*

“TIMES” COMMENT

London, 23. Sir Frederick Leith-Ross in quoting Tokyo assurances of Japan's intentions towards China is strictly honourable and wisely makes no comment. “Those are empty words,” remarks the “Times” in commenting on the report and adds, “but Sir Frederick Leith-Ross' remarks show he is alive to the danger to China and to commercial interests in China of the implications behind the paralysis, effected or inspired by the Japanese, of the maritime customs service in East Hoped.”

It is an open secret, continues the journal, that foreign commercial interests are fighting a rear-guard action in the Far East. The chronic difficulties of doing business in China are increasing but slowly, but they are increasing and are enhanced by the inability of all European Governments to convince observers, whether Oriental or otherwise, that they either possess or could put into effect a policy in the Far East.

Europe has lost face steadily for the last ten years and often through no fault of her own, but never without adversely affecting her own interests in China and Japan. The latter country has already with impunity kicked foreign interests through the “open door” in Manchuria and a foretaste of what such interests may expect elsewhere or in Chinese territory under Japanese control has been adequately indicated in China within the last few weeks.—*Reuter*

SIR FREDERICK DEPARTS

Shanghai, June 23. Sir Frederick Leith-Ross, on completion of his economic mission in the Far East, left for London by the P. and O. liner Rawalpindi to-day.—*Reuter*

(An earlier British Wireless message appears on Page 1)

LEON TROTSKY ACCUSED

Moving Force Behind Labour Upheavals

WARSAW REPORT

(“Hong Kong Daily Press” Special)

Berlin, June 23. A sensational report of the Russian revolutionary, Leon Trotsky, that he is the moving force behind the Comintern (Communist International) in organising strikes in France, Spain and elsewhere, has been published in the Warsaw press, according to a correspondent in that city of the “Voelkischer Beobachter.”

The correspondent adds that the Warsaw papers affirm the absolute reliability of their source of information, which purports to show that the Comintern succeeded in winning over their erstwhile deadly enemy Trotsky in order to avoid the possibility of involving the Soviet Russian Government with difficulties with the French and Spanish Governments.

The Polish papers state that, according to the correspondent, Trotsky's two chief collaborators in his new sphere of activity are a French citizen named Jean Melchior, and a man named Fred Zeller, who is said to be the leader of “Socialist Revolutionary League of Action” in Geneva and that among their principal aims is the organisation of armed insurrection in Tunis, Algeria and Morocco.—*Transocean News Service*

BERLIN OFFERS WELCOME

Australian Olympic Team Arrives

(“Hong Kong Daily Press” Special)

Berlin, June 23. Huge crowds heartily welcomed the Australian Olympic team on its arrival from Cologne at 8 a.m. on Tuesday. The Australian athletes, who form the vanguard of the army of representative athletes of 53 nations taking part in the 1936 Olympic Games, were greeted at the station by the secretary of the organising committee of the Berlin Games, and then drove to the Town Hall where the State Commissioner for Berlin, Dr. Lippert, officially welcomed the Australians as Berlin's guests and handed them a golden key as a symbol of the city's hospitality.

The station had been decorated with the Olympic flags showing five intertwined rings emblematic of the linking of the continents by the Games.

Before starting for Berlin, the Australian team paid a visit to the Great Cologne works of the dye trust. The team comprises 35 men and three women.

The Australian athletes immediately after their reception at the Town Hall proceeded to the Olympic village where they are taking their meals at the main restaurant where there are cooks who have been specially engaged to prepare individual fare for the various teams.—*Transocean News Service*

ARMY RECRUITING PROBLEMS

THEORIES TOO NUMEROUS AND SOME IMPRACTICABLE

(Special Air Mail Service)

London.

Anxiety with respect to recruiting for the Regular Army was voiced by Mr. Duff Cooper at the reception preceding the opening of the Royal Tournament, writes a correspondent. It may be said of this particular problem that theories for solving it are at least as plentiful as recruits, but at the moment what is required is a definite, practical, official policy. Articles galore have been published, and the ideas in some of them are repetitions of ideas put forward as long ago as 1860, as was recently proved in the "Naval and Military Record" in quotations from the "Army and Navy Review" of 1864-65, and it might almost be suggested that there should be a close season both for Army recruiting controversies and for statistics dealing with the state of Territorial recruiting, which, since they lead nowhere, may give a false impression, and, as things are, to realists at least, must be depressing. Too many ideas in connection with Army recruiting are visionary and impracticable, and not a few show small appreciation of the point of view of the man in the ranks.

Some of the most practical ideas have been those put forward at various times by officers holding the highest ranks. One can recall a suggestion made about thirty years ago by the late Sir Evelyn Wood for a reformed cadet and "messing" system; and then the late Lord Wolseley said that what was required was to make the Army stand the comparison enforced in these days in respect of pay, allowances and future prospects, with the conditions for the skilled tradesman and artisan. Then Lord Roberts, when Commander-in-Chief at the War Office, introduced many sound and yet simple reforms, such as a rational scheme of physical training for recruits, more comfort at depots, abolition of early-morning parades, the reform of the catering department, and improvement of the system of passes. The Army Council itself issued a famous instruction some years ago, which extended to the soldier many privileges, including plain clothes and certain off-duty facilities.

A FRENCH EXAMPLE

It is, therefore, easy to see that, if finance were no object, a productive programme could be evolved from the pronouncements of some of our leading Army experts during the last fifty or more years, and, in fact, we might copy the example of Napoleon III when he kept French Army recruiting up to concert pitch by a scheme of short-term engagements, with bonuses and long furloughs in return for optional re-engagement, and with the assurance of either deferred pay, or a pension, or a State job at the end of service. In a word, the present of the soldier has to be made reasonably conformable to civilian standards and usage; and he has to be encouraged to prepare himself for his re-entry into civil life. He also has to be relieved of all anxiety with respect to his future. There was a very good article by Col. A. F. Lambert in the R.U.I. Journal about a year ago, which a contributor to the "Naval and Military Record" referred to at the time. On the other hand, some suggestions put forward recently in another quarter hardly suggested that the author is quite up to date. The writer did not seem to be aware, for example, that the Manual of Military Cooking and Dietary says quite plainly: "Make arrangements for the provision of a super meal," and that the specimen diet sheet in the same Manual gives as suitable suppers vegetable soup, bread, and biscuit; and cheese, bread, and biscuit. That is only one point, but it may be added that had that writer looked at the 1935 Edition of King's Regulations he would have seen that a C.O. may grant a permanent pass to enable a soldier to remain out of quarters up to any specified hour between tattoo and reveille, and that, subject to the C.O.'s discretion, soldiers may remain out of barracks until midnight on Friday, Saturday, and Sunday evenings without special permission.

CLAIMS RIGHT TO DRINK THE KING'S WINE

CASE WORLD'S STRANGEST COURT WILL HEAR

(Special Air Mail Service)

London, June 14.

Now that the Coronation date has been fixed, the strangest Court in the world will begin its sittings. The Coronation proclamation set up the Court—the Court of Claims. It considers pedigrees and hereditary rights to serve the King in person, and the claimants will engage counsel to defend their case before it.

One of the most curious is that to drink the King's wine as a guard against poisoners. Three claims which are likely to be allowed are those of:—

The Earl of Shrewsbury, as Lord High Steward of Ireland, to carry a white wand as symbol of his office.

The Baron of the Cinque Ports to hold a canopy over the King's head at the Abbey.

The Lord of the Manor of Workshop to present to the King a pair of fine gloves.

MUST BE PROVED

But even the Duke of Norfolk, who as Earl Marshal is in control of the whole elaborate ceremonial, must first prove his claims to the satisfaction of the Court.

Other claims which have come before the Court are:—

To support the King to the altar.

To carry the Great Spurs (part of the Coronation regalia).

To carry the Cap of Maintenance.

To have the bed which the King sleeps on the night before he is crowned.

CORONATION PROCLAIMED

Red brick walls that have seen English history for centuries yesterday formed the background for yet another historic scene—the Proclamation of the Coronation of King Edward the Eighth.

The gorgeous gold tabards of the Kings of Arms and Heralds, embroidered with the Royal Arms, their flat, black Tudor caps, and the Duke of Norfolk's baton as Earl Marshal of England yesterday were exactly the same as those of the days of King Edward VI.

Nearly a yard wide the proclamation was held at arm's length and read aloud.

But there was a modern touch about it, too.

In front of Garter King of Arms stood three microphones—two for the cinema talkie record and one for the loud speakers, so that the crowd could hear the King's proclamation.

It was the first time that a Coronation proclamation had ever sounded through loud-speakers.

THE KING IN DEVON AND CORNWALL

100-Mile Tour Of Duchy Estate

Plymouth, June 3.

The King to-day made a hundred mile tour of Devon and Cornwall—his first as King. Something like a hundred thousand West Country folk saw their new King for the first time. Although it was a "private" tour of the Duchy estate they turned out in their thousands to welcome him. They line his three-mile route, waving Exeter seven or eight deep, waving in pouring rain as he passed through at a speed of four miles an hour. They crowded the narrow streets of tiny Devon villages and clustered with waving flags at the cross-roads, along which special constables enrolled for the day were on duty diverting other traffic.

Banners and flags, garlands of flowers, and green leaf arches greeted him in every town and village. During the tour the King chatted with old tenants whom he had known as the Prince of Wales and joked with ex-servicemen. At Bradinch, where he began his tour after a night's journey from London by train, the King shook hands with a hundred of the Duchy farmers and tenants of Bradinch, headed by eight-year-old John Berry.

Through the lanes the King drove to the Exeter boundary, where the Mayor (Alderman Gayton) presented to him the sword of state given to the city by Henry the Seventh in 1407. The King got out of his car in the pouring rain

GIANTS IN FORM

Pirates Swamped

BASEBALL RESULTS

New York, June 22.

The following were the results of to-day's major League baseball matches:—

NATIONAL LEAGUE

	R.	H.	E.
Cincinnati	7	10	1
Goodman hit a homer.			
Brooklyn	2	6	2
Chicago	3	10	7
Boston	5	7	0
Wally Berger hit a homer.			
Pittsburgh	5	6	5
Paul Waner hit a homer.			
New York	11	8	12
Jackson hit two homers.			
St. Louis	8	14	0
Joe Collins hit two homers.			
Philadelphia	6	16	1
Sulik hit a homer.			

AMERICAN LEAGUE

	R.	H.	E.
New York	9	11	2
Chicago	5	9	2
Boston	7	13	1
Cooke and Werber hit homers.			
Detroit	8	10	0
Burns hit a homer.			
Philadelphia	4	9	2
Cleveland	3	6	0
Averell hit a homer.			
The game between Washington and St. Louis was postponed owing to rain.			

HOME CRICKET RESULTS

Kent Beats Worcester By Seven Wickets

London, June 22.

Three first-class cricket matches were completed to-day, Kent beating Worcester by seven wickets, Essex beating Glamorgan by nine wickets, and Oxford University losing to the M.C.C. by an innings and 123 runs.

Scoring was exceptionally low. Worcester totalled 169 and 122 against Kent, Freeman taking 5 for 46 in the second innings. Kent's response was 148 (Howarth 5 for 39) and 144 for three.

Eastman had a field day against Glamorgan capturing 5 for 36 in the first innings and 4 for 24 in the second. Glamorgan's visits to the wicket produced 142 and 128, Essex replying with 213 and 61 for one.

Oxford University had to suffer the indignity of a follow-on against M.C.C., and in their second knock were completely routed by Smith who took 7 for 31 and had the Varsity all out for 82. In their first innings Oxford compiled 128 in response to the M.C.C.'s 333. Chief scorers for the Marylebone Club were Edrich (114) and Hendren (98).—*Reuters*

and touched the hilt of the sword before handing it back to the Mayor, indicating that he was satisfied that the city was in loyal keeping. The King had the sword drawn from its sheath and examined the cap of maintenance given to the city with the sword. By his invitation the Mayor drove with him in his car through the city.

Across Dartmoor the King drove to Tor Royal to lunch with General and Mrs. W. E. B. Smith. Three hundred tenants and their friends had assembled on one of the lawns in front of the house and 150 school children were on the other.

Twice during the afternoon the King made stops which were not in the original official programme, one at Tavistock and one at Gunnislake. At Tavistock he alighted to shake hands with the chairman of the local council and to inspect the local British Legion. At Gunnislake the first village after he had passed the Cornish border, he saw ex-servicemen, many of whom are unemployed owing to the slackness in the tin-mining industry.

As royal procession of three closed cars passed Dartmoor prison the warders were lined up outside the main gates to greet the King, who raised his hat and smiled. The last call was at the home farm at Stoke Climsland, where he was so interested in the prize stock and the work of the farm that he stayed for an hour and a half and took tea with the manager, Mr. David Annand. During his stay he talked with Canon Andrews, the Vicar of Stoke Climsland, about his scheme for helping the local unemployed.

From Plymouth the King returned by his private plane to Fort Belvedere.

BASEBALL

BRILLIANT PLAY IN EXHIBITION GAMES

A closely contested baseball game was on view at Causeway Bay yesterday morning. The "Stars" of Hong Kong played against the Overseas and won by the narrow margin of one run. The final score was four runs to three in favour of the "Stars."

The pitching of both sides was light and clever, but the outstanding feature of the game was the excellent fielding of the Overseas. Score by innings:—

1 2 3 4 5 6 7

"Stars" 3 0 1 0 0 0 0—4 runs

Overseas 2 0 0 0 1 0 0—3 runs

Leonard hit one home run for the "Stars."

TULSA'S SMASHING VICTORY

A smashing victory was scored by the Tulsa boys in their Baseball game yesterday afternoon at Causeway Bay when they were opposed to the Overseas. The game was given as an exhibition and was featured by the terrific hitting of the Tulsa's sluggers. Fielding errors of the Overseas were too frequent for a good baseball team and as a result the Tulsa team ran out the winners by the score of 18 runs to 6.

The Tulsa batters ran wild in the second innings running up a total of eight runs for their turn at the plate. They capped the game with a run-away five in the last innings which placed the hope of the game far beyond the grasp of the Overseas.

Score by innings:—

1 2 3 4 5 6 7

Tulsa 0 2 8 3 0 0 5—18 runs

Overseas 0 1 0 1 1 3 0—6 runs

TO-DAY'S LEAGUE TENNIS

SEVERAL INTERESTING TIES

Some very interesting matches are to be played to-day in the "B" Division. The most interesting match will be that between the K.C.C. and the University at Kowloon. The University seem to have a good team and recently beat the much fancied Craigengower team. Kowloon have two really good pairs but their third pair is on the weak side. A good game should be witnessed with the odds slightly in favour of Kowloon.

Another good game should be that between the Recrelo and the Hong Kong Cricket Club. The Recrelo have a few of last year's Senior men in their team and are making a strong bid for the Championship. They should win by a fair margin.

The full programme is as under, the home team being mentioned first:—

C.R.C. (2)	v.	G.B.A.
I.R.C.	v.	C.R.C. (1)
K.C.C.	v.	H.K.U.T.C.
C.C.C.	v.	C.S.C.C.
C. de Rec.	v.	Hong Kong C.C.

SCULLING SUCCESS

London, June 22.

The English Sculling Championship over the Putney to Mortlake course, of about 4½ miles, was won by Lon Barry, who beat Ted Phelps, the holder, by 10 lengths in 24 minutes 50 seconds.—*Reuters*

SPORTS CHATTER FROM HOME

(Special Air Mail Service)

London, June 14

Next year the M.C.C. celebrates its 150th anniversary. It was in 1787 that Thomas Lord moved his cricket ground from White Conduit Fields, Islington, and established the first "Lord's" on what is now Dorset-square, writes a correspondent.

I hear that the M.C.C. has determined to mark the occasion with a special week's cricket. As no fixtures have yet been definitely arranged, I suggest that a very attractive game would be England v. the Empire.

Practically every British Dominion is to-day represented either in first-class or league cricket. In addition, the New Zealanders could be drawn on.

An eleven with such players as Dempster, James (New Zealand), Owen-Smith, Crisp, Creese (South Africa), Constantine, Headley (West Indies), and Kimpton and Warne (Australia) would give any England side a close game.

MECHANICAL PARKING

The United States has a new gadget. It is called the parking meter. It is used for regulating the parking of cars.

Slot machines are erected for every car at each parking place. As you park your car you put a nickel (5 cents) into the machine. The fee entitles you to an hour's parking, and a green light shows.

When the hour is up a red light shows and another fee must then be paid to release the car or to obtain a further period.

The system was introduced by Oklahoma a few months ago, has been adopted since then by Texas, Florida and Michigan, and is likely to spread to every State.

"SPOTLIGHT" GOLF

And now from mechanised parking in America to mechanised golf in London.

Yesterday I played my first game of "Spotlight" golf, which can be played in a 16ft. by 12ft. space.

The implements required are one's ordinary golf clubs, a ball, and an electric machine which looks like a grandfather's clock with a planola inside.

One drives off into a net, and the machine registers the flight, direction, and elevation of every shot on a panorama sheet mapped out like a golf course.

Every kind of shot is provided for from a full drive to the shortest chip. The game is both amusing and really helpful in that it gives one an accurate idea of how one is hitting the ball.

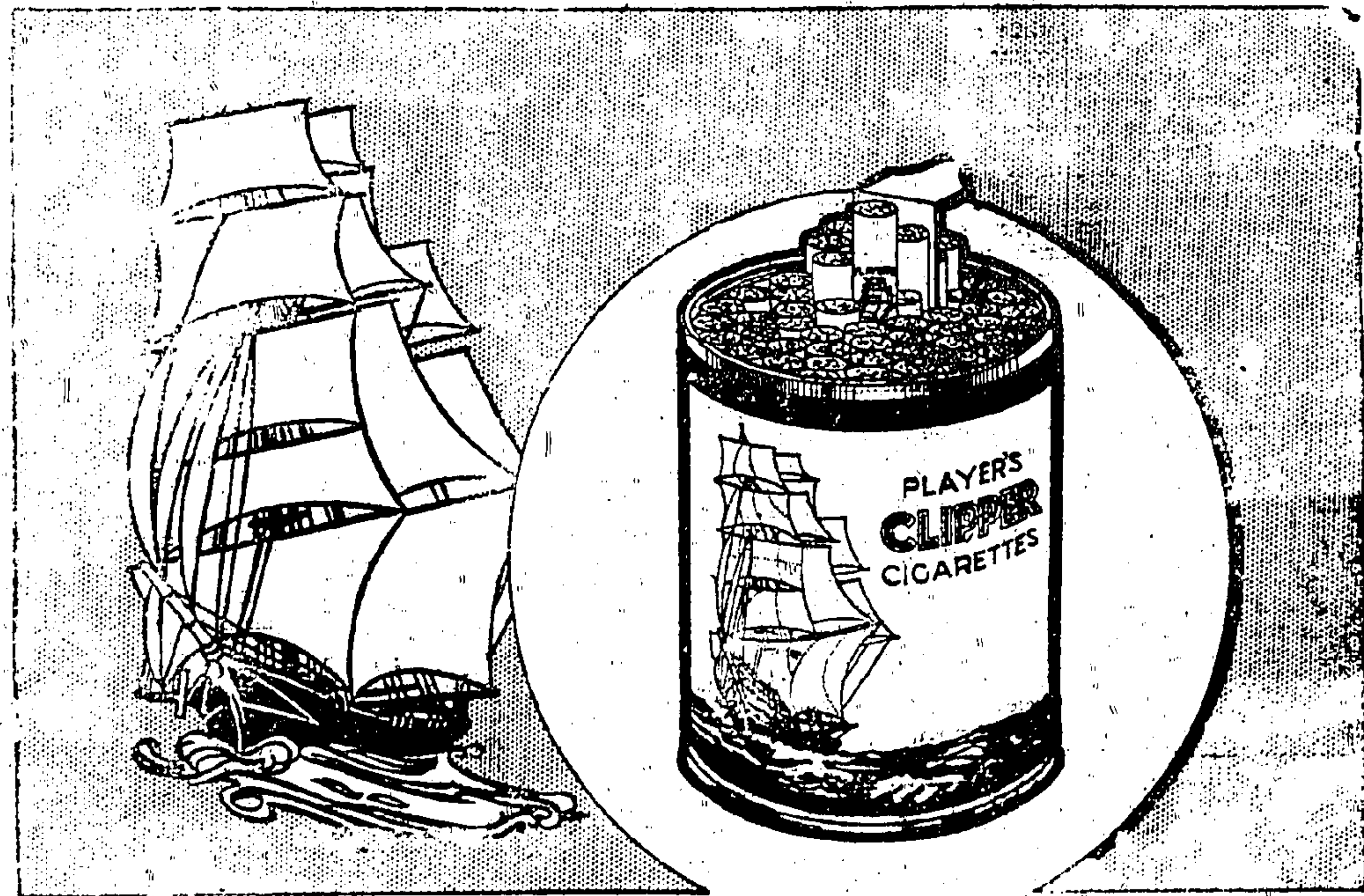
VICEROYS AT CRICKET

Mat Wright, the Eton cricket coach, presented with his portrait to-day during the Fourth of June celebrations, has watched the rise to fame of many Eton boys whom he coached.

The F. Thomas who was captain of the Eton eleven when he first came to Eton 50 years ago afterwards became Lord Willingdon. In that year two future Viceroy of India played against one another in the Eton v. Winchester match. The other was F. J. N. Thesiger, Winchester's principal bowler, who afterwards became Lord Chelmsford.

Indeed, Mat Wright saw the latter Viceroy-to-be catch out the former after an innings of 32 in a drawn match.

Mat Wright's portrait was painted by Mr. Robin Darwin, who is art master at Eton and a son of Mr. Bernard Darwin.



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The MILWAUKEE ROAD

MAIL NEWS FROM HOME

GOSSIP OF THE WEEK

(Special Air Mail Service)

London, June 10.

The Archbishop of Canterbury will take the chair at the annual reunion of the Victoria, Hong Kong, and South China Diocesan Association on Tuesday, at 3 p.m. in the Merchant Taylors' Hall, 30, Threadneedle Street. The chief speakers will be the Bishop of Victoria, Hong Kong (the Right Rev. R. O. Hall), the Ven. H. St. B. Holland (Bishop-designate of Wellington, N.Z.), and the Rev. C. B. R. Sargent (headmaster, Diocesan Boys' School). Cards of invitation will be supplied on application to Miss M. C. Knight, Rose Mount, Mead Vale, Redhill, Surrey. The meeting will be followed by a social and tea at 4.30 p.m. Preceding the reunion gathering there will be a celebration of the Holy Communion 11.45 a.m. in All Hallows Church, Lombard Street, E. C. 2.

ARCHBISHOP OF CANTERBURY AND CHINA

The Archbishop of Canterbury, presiding at the annual reunion of the Hong Kong and South China Diocesan Association, held at Merchant Taylors' Hall, said that to him China was increasingly a puzzle to which it seemed impossible to find a clue. But behind and beneath all that seemed to us inexplicable restlessness and confusion there was the inheritance of an ancient civilization and the underlying character of the people. Governments came and went, generals moved hither and thither, but the Chinese people seemed to remain steadfast in their industry, in their patience, in their good humour and trustworthiness. He was certain that a nation that had its foundation in such a character must have a great future. There was also an age-long enthusiasm for education, an enthusiasm which seemed to transcend differences of Governments and régimes. Everywhere throughout China there was ceaseless endeavour to provide schools and education. One could not but think that in this restlessness and uncertainty there were the signs of a great people awakening to a new life. If that were so, then they must all have a great desire that Christianity should have a place in the moulding of the inevitably great future which was coming to China.

EMPEROR OF BRITAIN'S COMMANDER

Captain R. N. Stuart, V.C., D.S.O., relinquishes command of the Canadian Pacific R.M.S. Empress of Britain to assume the position of general superintendent of Canadian Pacific Steamships at Montreal, to which he has just been promoted.

Captain Stuart has been in command of the Empress of Britain for nearly two years. He is a native of Liverpool, and comes of an old seafaring family, his ancestors having been captains of the merchant service for generations.

Captain Stuart, who was born in 1885, had a most distinguished record in the war, and won his V.C. for services in connection with the "Q" ship Fargus. After hostilities he was appointed first officer of the Canadian Pacific liner Empress of France, later becoming captain of the Minnedosa and Duchess of York.

GENERAL CHIANG DENIES AIMING AT PRESIDENCY

More Useful To Country In Present Capacity

USES OF MOBILITY

Nanking, June 17.

Generalissimo Chiang Kai-shek says that he has no intention of being a candidate for President. This statement was made to a representative of the "North China Daily News" in the course of an interview today. When questioned about the forthcoming assembly in November, and the great importance of its agenda, Generalissimo Chiang Kai-shek decidedly expressed the view that he would not become a candidate for President, and added that "the purpose of the November Assembly is to enable the people as a whole to participate in political affairs, to take upon themselves the responsibility of saving the country, and unitedly to solve national problems."

"The Kuomintang feels," added the Generalissimo, "that unless the whole country is together it is impossible to save China. Therefore, the November Assembly has been called to promulgate constitutional laws; to return to the people political power, and to invest them with the authority to form a government to take over the responsibilities of the tutelary period of the Kuomintang. This is the unanimous opinion of the whole Party, and I am not aware of any member having any presidential ambitions in his mind. Every member realises that only if we can all accept responsibility, be law abiding, and willing to sacrifice all personal feelings concerning position, power, and benefits, can the country be saved."

Asked why he is unwilling to become a presidential candidate, the Generalissimo explained that "at this critical juncture of the country's history everyone should exert himself to the utmost for the benefit of the nation, and I do not feel that I would be doing 'that if I sought' presidential honours. I feel that my greatest contribution to national needs comes through being able at any time to visit near and distant parts of the country, to observe the requirements of the people, and be available at any time to assist in the solution of the various problems connected with military reorganization, educational reforms, economic reconstruction, rural amelioration, inter-provincial communications, and all other questions affecting the fundamental welfare of the people."

PERSONAL CONTACTS

In reply to a question as to his impressions gained during his numerous trips to distant parts of the country during the past few years the Generalissimo said: "Experience has shown that more progress has been made during the past two or three years at places I have been able to visit than at any previous time because of the personal contacts that were made and maintained with provincial and local officials and people, and that is why I feel that maintenance of mobility on my part is of extreme importance. It follows that such contacts, removing as they have done difficulties and misunderstandings, and simplifying the aims of national policy, have brought to the people a growing sense of the oneness of the nation and inspired a quickening of national loyalty to the Central Government."

"As President," the Generalissimo added, "it would be impossible to continue such wide and far-flung contacts, for the simple reason that presidential duties require almost constant presence in the capital. As I have said," the Generalissimo concluded very earnestly, "I feel that mobility on my part is my best contribution to the up-building of China, and because I do not wish to have that mobility curtailed I have no intention of allowing myself to be nominated as a candidate for the presidency." (N.C.D.N.)

cord in the war, and won his V.C. for services in connection with the "Q" ship Fargus. After hostilities he was appointed first officer of the Canadian Pacific liner Empress of France, later becoming captain of the Minnedosa and Duchess of York.

Captain G. K. Parry, commander of the Duchess of Bedford, has been appointed to succeed Captain Stuart as the commander of the Empress of Britain.

NEWS FROM HERE AND THERE

Gossip Of The Week

(Special Air Mail Service)

London, June 14.

This year's "Who's Who" says that Mr. J. H. Thomas was born in New port in 1874, writes a correspondent.

It adds that he was educated at the Council schools; "commenced work at nine years of age as an errand boy; from that to engine-cleaner, and scribe to stage as fireman and engine-driver (G.W.R.)." He became Labour M.P. for Derby, "Who's Who" records, in 1910.

I had cause to-day to refer to Debrett's "House of Commons and the Judicial Bench" for 1911. Therein I came upon a surprising entry under the name of J. H. Thomas, Derby. It said:

James Henry Thomas, b. 1874, in early life emigrated to Australia, and was Pres. of Amalgamated Miners Assn., and a member of Strike Defence Committee, Broken Hill, Australia, 1890; sat in N.S. Wales Parliament 1894-1901. A Labour Member; has sat for Derby since Jan. 15th, 1910. Address, House of Commons, Westminster, S.W.

PRODIGY

"Who's Who" credits Mr. Thomas with a spectacular career; and, incidentally, "Who's Who" of 1911 gave precisely the same account of his early struggles as does the 1936 edition. But if Debrett's "House of Commons" for 1911 is to be believed, "Who's Who" grossly understates the facts.

For during those years when, according to "Who's Who," Mr. Thomas won his way from errand boy to cleaner, and cleaner to fireman and driver on the Great Western Railway, he nevertheless found time, according to Debrett, to go to Australia and achieve a meteoric rise in Labour and political spheres there.

And meteoric is the word. True, Debrett gave us the date of Mr. Thomas's birth only to the nearest century; but if we accept the statement of "Who's Who" that he was born in 1874, then he was im-
parting wise counsel to the Broken Hill Strike Defence Committee at the age of 16, and to the New South Wales Parliament at 20.

WHEN WIRELESS WAS NOT UNIVERSAL

The passing of Sir Archibald Denny recalls to a reader an incident which illustrates the grip that home has on the Scot in exile. On a voyage from the Clyde to Burma in 1913 our contact with the world at large and knowledge of passing events depended on the news we received at different ports of call. At Perth we heard of the winning of the Derby and other items of "national" importance.

THE NEWS AT RANGOON

Thereafter we were completely out of touch with things until we arrived at Rangoon. After an exchange of greetings with compatriots from Dally Dockyard, who had come on board, we were naturally keen to know what news been happening while we were on the high seas, so some one asked, "What's the news?" Instantly came the answer—"Dumbarton is into the First League and Archie Denny has been made a baronet!"

LEADING THE HIGHLANDERS

The Duchess of Atholl, M.P., is to lead the procession at the Royal Caledonian Ball on Friday, at which Highlanders will dance the old Scottish reels.

Young girls who will help to represent their clans in the sets include Miss Caroline Bowes-Lyon, who will appear with the Cameron Highlanders in an eightsome, Lady Hersey Boyle, who will dance in The Black Watch eightsome, the Hon. Elizabeth Elphinstone, and Lady Elizabeth Murray, who are dancing as Atholl Highlanders. The Master of Elphinstone is appearing in a sixteensome.

The Marchioness of Tweeddale, the Countess of Lindsay and Viscountess Dunsin are among those who have taken tickets for the ball.

BEDTIME THEOLOGY

A Cambridge woman has sent to the Mayor of Boston an "infallible" cure for insomnia for the benefit of an American millionaire who is unable to sleep. The chief virtue of the "cure" is that it combines inducement to sleep with a necessary knowledge of the Bible. The inventor says that she, things of a verse from the Bible beginning with "A," followed by one beginning with "B," and so on alphabetically. "Before I am halfway through the alphabet," she adds, "I am asleep." If we are to believe some critics of modern times, most sufferers from insomnia would find the night and their sleep gone before they reached the fourteenth letter.

VIENNA-SHANGHAI BY CAR

Two Austrian Motorists' 16,000-Mile Trip

OVERLAND JOURNEY ALL THE WAY HERE

Shanghai, June 19.

A 16,000 miles trip by car from Vienna to Shanghai over road that were good, bad, and impossible has been successfully completed by two young Austrian motorists who have now arrived in this city, and are making arrangements to return by ship writes the "North China Daily News." Mr. Max Relsch and Mr. Helmuth Hammann, both of Vienna, started out from Europe a year ago, in an attempt to complete the journey out to Shanghai in as short a time as possible.

As far as Calcutta, they made good progress, covering some 9,000 miles through Palestine, Trans-Jordan, Iraq, Persia, Afghanistan, Baluchistan, and India in four months. This, they told the "North China Daily News" yesterday, was the easiest part of the trip, with the exception of one or two bad spots in Afghanistan. They believe that in a few years a motor trip from India to Europe will be quite commonplace.

Most round-the-world tourists ship their vehicles from Singapore to a port in Siam or Indo-China, but Messrs. Relsch and Hammann claim to be the first to have avoided that difficulty by crossing Burma, the southern and northern Shan states, northern Siam, and the provinces of Laos and Annam in Indo-China. In support of this, they produced a document signed by a high official of the government of Indo-China, attesting to the truth of their statement.

This portion of the journey was actually the most difficult, and frequent delays were experienced, due to the almost total lack of roads in the jungles of the Shan states and in the Laos province. They took nearly a month and a half to cover 130 miles with the assistance of thirty coolies. In Laos, the car had to be dismantled and shipped over the Mekong rapids, while a great deal of valuable help was given them by the different rulers of the Shan states. In northern Siam itself, however, they found excellent motor-roads.

THROUGH S. W. CHINA

They will carry back with them, they said, a pleasant memory of travel in China, and will not fail to carry back news of the excellent progress made in road-building. From Indo-China, they travelled via Nanning and Kweilin into Hunan. On the Kwangsi-Hunan border, they found the road had not been completed, but with the help of the local authorities finally got through over the rice-fields. They proceeded on into Kangsi, visiting Kingtehchen, the "porcelain city," en route, and arrived in Shanghai by way of Anhwei and Chekiang.

They have, they say, made the trip primarily to show the world that there is such a place as Austria, and are to carry back with them records in the form of a cinematograph film, as well as a report which they are to give the Austrian Touring Club, and which will later be sent to the A. A. in England. Their car has an exceedingly novel appearance, which is accentuated by reason of the fact that the wheels are extra large, in order to afford good ground clearance over muddy and badly rutted roads. The body was specially made for the trip, and can be dismantled from the chassis in ten minutes, with the loosening of seven screws. It is fitted with an extra petrol tank, giving it a cruising range of 600 miles, and a water-tank holding 18 gallons.

This is Mr. Relsch's third trip of this nature. In 1932, he completed a journey through the Sahara, and in 1933-1934, made another of over 8,000 miles from Europe to India. They are, to remain in Shanghai for about a week, returning to Vienna by way of the Suez Canal.

DECISION SOON ON THE FLEET AIR ARM

PROBLEM OF DUAL CONTROL

The Government inquiry into the present condition of the Fleet Air Arm, with particular reference to the system of dual control established after the war, when the Royal Air Force came into being as a separate service, is now well under way. A decision either to continue or to modify the existing arrangements is due very shortly.

The present situation is that the Fleet Air Arm is under two masters. The navy provides 70 per cent. of the pilots and all the observers for the service, and control all aircraft actually serving in ships afloat.

The training of pilots and observers, and the control of all aircraft other than those actually in ships rests with the Air Ministry. The navy has always bitterly resented this dual control, which it says has resulted in emasculating the service entirely, and has given rise to a whole series of anomalies.

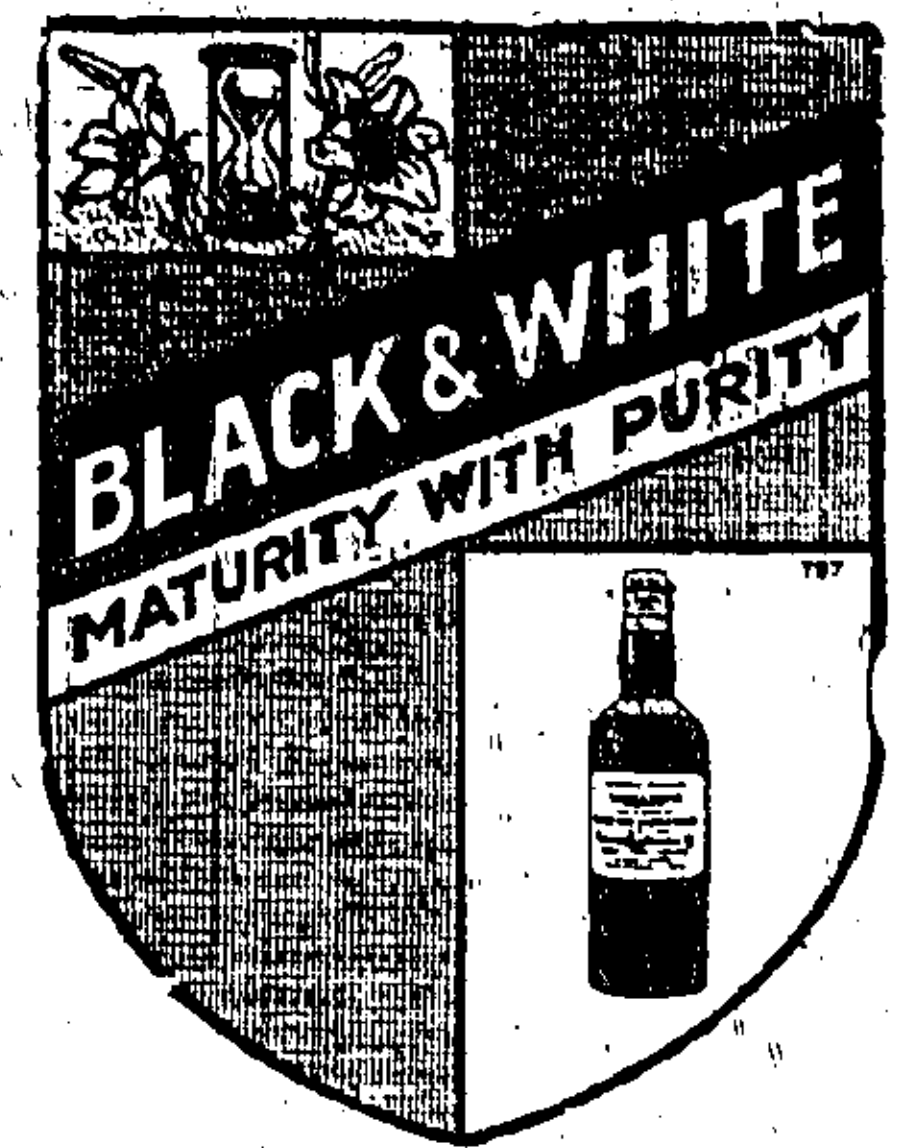
UNPOPULAR IN THE NAVY

The Fleet Air Arm is unpopular in the navy, owing to its unsatisfactory conditions of service and the uncertainty of its advancement prospects, so that the very class of officer from which the bulk of the pilots must by agreement, and by reason of qualification should be, drawn, is reluctant to offer itself in sufficient numbers.

Whatever may be one's opinion as to the advisability of continuing the present system, it cannot be denied that our Fleet Air Arm at present compares very unfavourably with those of other great naval powers.

The U.S.A. navy has close on a thousand airplanes and Japan has eight hundred. We have 217 sea borne machines only, while of those few additional ones earmarked for co-operation in trade protection, none is manned by naval personnel.

Steps are now being belatedly taken by us to remedy this defect, but we have a long way to make up.



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AMOI & SHANGHAI	"TAIYUAN"	On 25th June, 5 p.m.
NINGPO & SHANGHAI	"CHENGTO"	On 26th June, 8 a.m.
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HOIHOW, PAKHOI & HAIPHONG	"KUNGGHONG"	On 3rd July, 3 p.m.
SWATOW & SHANGHAI	"KAYING"	On 5th July, 3 p.m.
SWATOW, AMOI, SWATOW, SINGAPORE & PENANG	"ANSUN"	On 6th July, 3 p.m.
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SWATOW & BANGKOK	"KWANGCHOW"	On 8th July, 3 p.m.
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Newchwang, D. & S., June 24.	Hanngang, Jardine's, June 25.	Ninghai, B. & S., July 1.	Foohsing, Jardine's, July 2.	Prusen, Johnson's, July 5.	Glenapp, Jardine's, July 6.	Sauerland, Johnson's, July 16.	Tjladane, J.C.J. Line, July 19.
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Hanngang, Jardine's, June 25.	Haining, Douglas, June 25.	Hupuh, B. & S., June 26.	Haitan, Douglas, June 30.	Foohsing, Jardine's, July 2.	Haiyang, Douglas, July 3.	Hoihow, B. & S., July 3.	Haining, Douglas, July 7.
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Franken, Melchers, July 2.	Tereides, B. & S., July 13.
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Africa Maru, O.S.K., June 28.	Howang, Jardine's, July 3.	Heiwo Maru, N.Y.K., July 4.	Talithus, B. & S., July 10.	Kumwang, Jardine's, July 28.
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Gertrude Maersk, Johnson's, June 26.	Canton Maru, O.S.K., June 28.	Tjladane, J.C.J. Line, July 5.
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Sinkiang, B. & S., June 29.	Chengtu, B. & S., June 29.
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Franken, Melchers, July 2.	Ranchi, P. & O., June 25.	Tilawa, B.I. (Apar), June 25.	Emp. of Japan, C.P.S., June 25.	Gertrude Maersk, Johnson's, June 26.	General Lee, States Co., June 27.	Philochet, B. & S., June 28.	Pres. Pierce, Dollars, July 1.	Asama Maru, N.Y.K., July 2.	City of Bath, Bank Line, July 2.	Pres. Jefferson, A.M. Line, July 3.	Benveniste, Loxley's, July 4.	Foohsing, Jardine's, July 4.	Nellor, B. & S., July 4.	Ajax, B. & S., July 5.	Prusen, Johnson's, July 5.	Tjladane, J.C.J. Line, July 5.	Nojima Maru, N.Y.K., July 5.	Tomani, Melchers, July 7.	Nalders, P. & O., July 9.	Santhia, B.I. (Apar), July 9.	Afrika, E.A. Co., July 10.	Emp. of Asia, C.P.S., July 10.	Mar. Joffe, Messageries, July 10.	Pres. Coolidge, Dollars, July 11.	Tancred, Thoresen's, July 11.	Clytonas, R. & S., July 12.	Benlauer, Loxley's, July 12.	Sauerland, Johnson's, July 16.	Hakozaki Maru, N.Y.K., July 17.	Pres. Jackson, A.M. Line, July 17.	General Pershing, States Co., July 18.	Tai Ping, Dodwell's, July 18.	Taiwo Maru, N.Y.K., July 21.	Kaiser-I-Hind, P. & O., July 23.	Talima, B.I. (Apar), July 23.	Arums, Messageries, July 24.	Emp. of Canada, C.P.S., July 24.	Dolius, B. & S., July 25.	Diomed, B. & S., July 27.
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Sandviken, Jardine's, June 24.	Szechuen, B. & S., June 24.	Taiyuan, B. & S., June 25.	Tjladane, J.C.J. Line, June 25.	Chengtu, B. & S., June 25.	Hupuh, B. & S., June 26.	Daviken, Jardine's, June 28.	Kwangchow, B. & S., June 28.	Sinkiang, B. & S., June 29.	Soochow, R. & S., June 29.	Yatsing, Jardine's, July 1.	Franken, Melchers, July 2.	Cremor, J.C.J. Line, July 2.	Hoihow, B. & S., July 3.	Glenapp, Jardine's, July 6.	Kayin, B. & S., July 5.	Kwananz, Jardine's, July 5.	Tjladane, J.C.J. Line, July 9.	Tereides, B. & S., July 13.	Hector, B. & S., July 17.	Tjladane, J.C.J. Line, July 19.
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Fukuken Maru, O.S.K., June 24.	Newchwang, B. & S., June 24.	Sandviken, Jardine's, June 24.	Sandviken, Douglas, June 24.	Szechuen, B. & S., June 25.	Haining, Douglas, June 25.	Hupuh, B. & S., June 26.	Muinam, B. & S., June 27.	Canton Maru, O.S.K., June 28.	Daviken, Jardine's, June 28.	Kwangchow, B. & S., June 28.	Sinkiang, B. & S., June 29.	Soochow, R. & S., June 29.	Yatsing, Jardine's, July 1.	Franken, Melchers, July 2.	Cremor, J.C.J. Line, July 2.	Hoihow, B. & S., July 3.	Glenapp, Jardine's, July 6.	Kayin, B. & S., July 5.	Kwananz, Jardine's, July 5.	Tjladane, J.C.J. Line, July 9.	Tereides, B. & S., July 13.	Hector, B. & S., July 17.	Tjladane, J.C.J. Line, July 19.
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CANADIAN PACIFIC
1937 SAILINGS

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
Leave	Leave	Leave	Leave	Leave	Leave	Leave	Arrive
E/Canada	Jan. 28	Jan. 28	Jan. 31	Feb. 2	Feb. 9	Feb. 14	Feb. 27
E/Russia	Feb. 12	Feb. 14	Feb. 16	Feb. 18	Feb. 23	Mar. 8	Mar. 13
E/Japan	Feb. 23	Feb. 25	Mar. 2	Mar. 2	Mar. 16	Mar. 18	Mar. 27
E/Asia	Mar. 10	Mar. 12	Mar. 14	Mar. 16	Mar. 18	Mar. 23	Mar. 27
E/Canada	Mar. 10	Mar. 21	Mar. 24	Mar. 26	Apr. 2	Apr. 7	Apr. 19
E/Russia	Apr. 2	Apr. 4	Apr. 6	Apr. 8	Apr. 10	Apr. 15	Apr. 19
E/Japan	Apr. 16	Apr. 18	Apr. 21	Apr. 23	Apr. 29	May 4	May 17
E/Asia	Apr. 30	May 2	May 4	May 6	May 8	May 13	May 17
E/Canada	May 14	May 16	May 19	May 21	May 28	June 3	June 18
E/Russia	May 28	May 30	June 1	June 3	June 5	June 12	June 18
E/Japan	June 11	June 13	June 16	June 18	June 24	June 29	June 29

VANCOUVER GO DEN JUBILEE
JULY 1st to SEPTEMBER 7th, 1936
CARNIVALS—MILITARY & NAVAL TATTOOS—
KLONDIKE GOLD RUSH RE-ENACTED—
HISTORICAL PAGEANTRY—ETC.

TO MANILA

EMPRESS OF ASIA ... July 2nd.
EMPRESS OF CANADA ... July 17th.

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Freight 20042. NAUTILUS: Freight Dept.
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SAN FRANCISCO via Shanghai, Japan Ports and Honolulu
ASAMA MARU ... Thursday, 2nd July
TAIYO MARU ... Tuesday, 21st July
CHICHIBU MARU ... Thursday, 30th July

SEATTLE & VANCOUVER
HIKAWA MARU ... (Starts from Kobe) Friday, 14th July
HIYE MARU ... (Starts from Kobe) Saturday, 1st Aug.

NEW YORK via Panama
+ NOJIMA MARU ... Tuesday, 7th July
+ NOTO MARU ... Monday, 27th July

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
HEIYO MARU ... Saturday, 4th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM
YASUKUNI MARU ... Friday, 3rd July
HAKONE MARU ... Saturday, 1st July

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus and Valencia.
+ DELAGOA MARU ... Friday, 10th July

SYDNEY & MELBOURNE via Manila and Ports.
ATSUTA MARU ... Saturday, 27th June
RAMO MARU ... Saturday, 26th July
+ NEPTUNA (Call Saigon) ... Saturday, 4th July

BOMBAY via Singapore, Penang and Colombo.
+ TOYAMA MARU ... Sunday, 28th June
+ DENMARK MARU ... Thursday, 2nd July
+ TANGO MARU ... Saturday, 11th July

CALCUTTA via Singapore, Penang and Rangoon.
+ NAGATO MARU ... Monday, 29th June
+ TOBA MARU ... Tuesday, 7th July
+ TOTOTRI MARU ... Thursday, 18th July

SHANGHAI, KOBÉ & YOKOHAMA
GINYO MARU ... Saturday, 27th June
FUSHIMI MARU ... Saturday, 4th July
HAKOZAKI MARU ... Friday, 17th July

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To SHANGHAI—KOBÉ.	To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.
FELIX ROUSSEL 26th June, 1936.	SPHINX 30th June 1936.
MAURITIA JOFFRE 10th July, 1936.	FELIX ROUSSEL 14th July 1936.
ARABIS 24th July, 1936.	MAURITIA JOFFRE 28th July 1936.
CHENONCEAUX 8th Aug. 1936.	ARABIS 11th Aug. 1936.
JEAN LABORDE 31st Aug. 1936.	CHENONCEAUX 25th Aug. 1936.
FELIX ROUSSEL 4th Sept. 1936.	JEAN LABORDE 8th Sept. 1936.

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Telephone 20651.

3, Queen's Building

Shipping News Daily Statement, Clearances, Ships in Harbour, etc.

ARRIVALS

23RD JUNE, 1936.

Hal Ching, British steamer, 1,322 tons, Captain W. B. Patey, from Canton, Yau-mat—Douglas & Co.
Tilawa, British steamer, 6,153 tons, Captain Robinson, from Calcutta via Singapore, Kowloon Wharf—M. M. & Co.
Sandviken, Norwegian steamer, 1,775 tons, Capt. A. Norvalds, from Canton, buoy No. B9—J. M. & Co.
Santos Maru, Japanese steamer, 4,354 tons, Capt. T. Accasawa, from Kobe, buoy No. A2—O. S. K.
Chengtu, British steamer, 1,338 tons, Captain E. Williams, from Canton, buoy No. B3—B. & S.

Scistean, British steamer, 1,571 tons, Captain R. C. Creer, from Swatow, Douglas Wharf—Douglas & Co.
Chong Lee, Chinese steamer, 1,249 tons, Captain M. Tanida, from Tientsin and Dairen, buoy No. B12—Kwong Wo Shing.
Tysandene, Dutch steamer, 5,780 tons, Captain H. de Jonge, from Sourabaya via Tg. Priok, buoy No. A7—J. C. J. Line.
Pres. Pierce, American steamer, 8,181 tons, Captain H. Nelson, from Seattle and Japan via Shanghai, Kowloon Wharf—Dollar Line.

22ND JUNE, 1936.

Demodocus, British steamer, 4,113 tons, Captain Dougall, from Singapore, Holt's Wharf—B. & S.
Wing Wo, Portuguese steamer, 495 tons, Captain I. de Lemos, from K. C. Wan, buoy No. B6—Tat Fung & Co.
Rheinland, German steamer, 3,921 tons, Captain Rohoff, from Hamburg via Manila, Kowloon Wharf—Jensen & Co.

ADVERTISED SAILING FROM HONG KONG

(Continued from Page 14)

Glenbeg, Jardine's, July 8.
Leverkuisen, Jensen's, July 8.
Schoonkerk, J.C.J. Line, July 11.
Munton, B. & S., July 15.
Benvenue, Loxley's, July 16.
Burdwan, P. & O., July 18.
Hakone Maru, N.Y.K., July 18.
Denmark, E.A. Co., July 20.
Postdam, Melchers', July 25.
Antenor, B. & S., July 25.
Scandinavian and Baltic Ports.
Toulouze, Thoresen's, June 24.
Tamara, Gilman's, July 2.
Southampton.
Scharnhorst, Melchers', June 27.
Potadam, Melchers', July 25.
Singapore.
Radnorshire, Jardine's, June 24.
Toulouze, Thoresen's, June 24.
Yuenan, Jardine's, June 24.
Oldenburg, Jensen's, June 25.
Van Heutz, J.C.J. Line, June 25.
Hailing, Thoresen's, June 27.
Mentor, B. & S., June 27.
Munton, B. & S., June 27.
Rawalpindi, P. & O., June 27.
Scharnhorst, Melchers', June 27.
Conte Verde, Lloyd Triestino, June 28.
Toyama Maru, N.Y.K., June 28.
Nagato Maru, N.Y.K., June 29.
Islam, Jardine's, June 30.
Sphinx, Messageries', June 30.
Patroclus, B. & S., July 1.
Tasman, J.C.J. Line, July 1.
Denmark Maru, N.Y.K., July 2.
Kiddapore, P. & O., July 2.
Tamara, Gilman's, July 2.
Yasukuni Maru, N.Y.K., July 3.
Glaucus, B. & S., July 4.
Pres. Adams, Dollar's, July 4.
Shirata, B.I. (Apar), July 4.
Neckar, Melchers', July 5.
Anshun, B. & S., July 5.
Toba Maru, N.Y.K., July 7.
City of Eastbourne, Bank Line, July 8.
Glenbeg, Jardine's, July 8.
Leverkuisen, Jensen's, July 8.

NEWS FROM THE WATERFRONT

Freight and Asiatic Passengers Returns

(BY LONGSHOREMAN).

During the 24 hours ended at 9.00 a.m. yesterday, the freight returns received from the Harbour Office, showed a very high tonnage movement, a large proportion of which being contributed by British ships.

The total tonnage of general cargo carried by vessels to the Colony was 12,862 tons, with British steamers carrying 1,231 tons.

Through cargo for ports beyond the Colony amounted to 29,530 tons, of which 13,997 tons were carried by British steamers. Asiatic deck passengers entering into the Colony during the 24 hours ended at 9.00 a.m. yesterday were 1,056, of which 676 were from British steamers.

There were altogether fourteen arrivals, of which five were of British registry, the remainder being of other nationalities, while of the nine departures, five were British ships, the rest being of other different countries. Particulars as follows:—

Nationality	Ships	Tonnage
British	5	14,928
American	1	3,329
German	1	8,383
Dutch	1	6,496
Norwegian	1	295
Danish	1	3,080
Portuguese	1	190
Japanese	2	4,096
Chinese	1	1,595
Total	14	42,392

IN WIRELESS TOUCH

The following ships are expected to be in wireless communication with Hong Kong Radio:—
Chinese Prince, Atlantic Maru, Cornet, Havre Maru, Hong Kong Maru, Canton Maru, Kurohime Maru and Hwah Shun.

Cremer, J.C.J. Line, July 9.
Delagoa Maru, N.Y.K., July 10.
Corfu, P. & O., July 11.
Tango Maru, N.Y.K., July 11.
Felix Rousel, Messageries', July 14.
Munton, B. & S., July 15.
Benvenue, Loxley's, July 16.
Tutor Maru, N.Y.K., July 18.
Hakone Maru, N.Y.K., July 18.
Denmark, E.A. Co., July 20.
Postdam, Melchers', July 25.
Antenor, B. & S., July 25.
S. and E. African Ports.
Tasman, J.C.J. Line, July 1.
Suez.
Oldenburg, Jensen's, June 25.
Scharnhorst, Melchers', June 27.
Conte Verde, Lloyd Triestino, June 28.
Sphinx, Messageries', June 30.
Tamara, Gilman's, July 2.
Yasukuni Maru, N.Y.K., July 3.
Neckar, Melchers', July 5.
Leverkuisen, Jensen's, July 8.
Delagoa Maru, N.Y.K., July 10.
Felix Rousel, Messageries', July 14.
Benvenue, Loxley's, July 16.
Hakone Maru, N.Y.K., July 18.
Pres. Harrison, Dollar's, July 18.
Potadam, Melchers', July 25.
Ranchi, P. & O., July 25.
Demodocus, B. & S., July 28.
Antenor, B. & S., July 28.

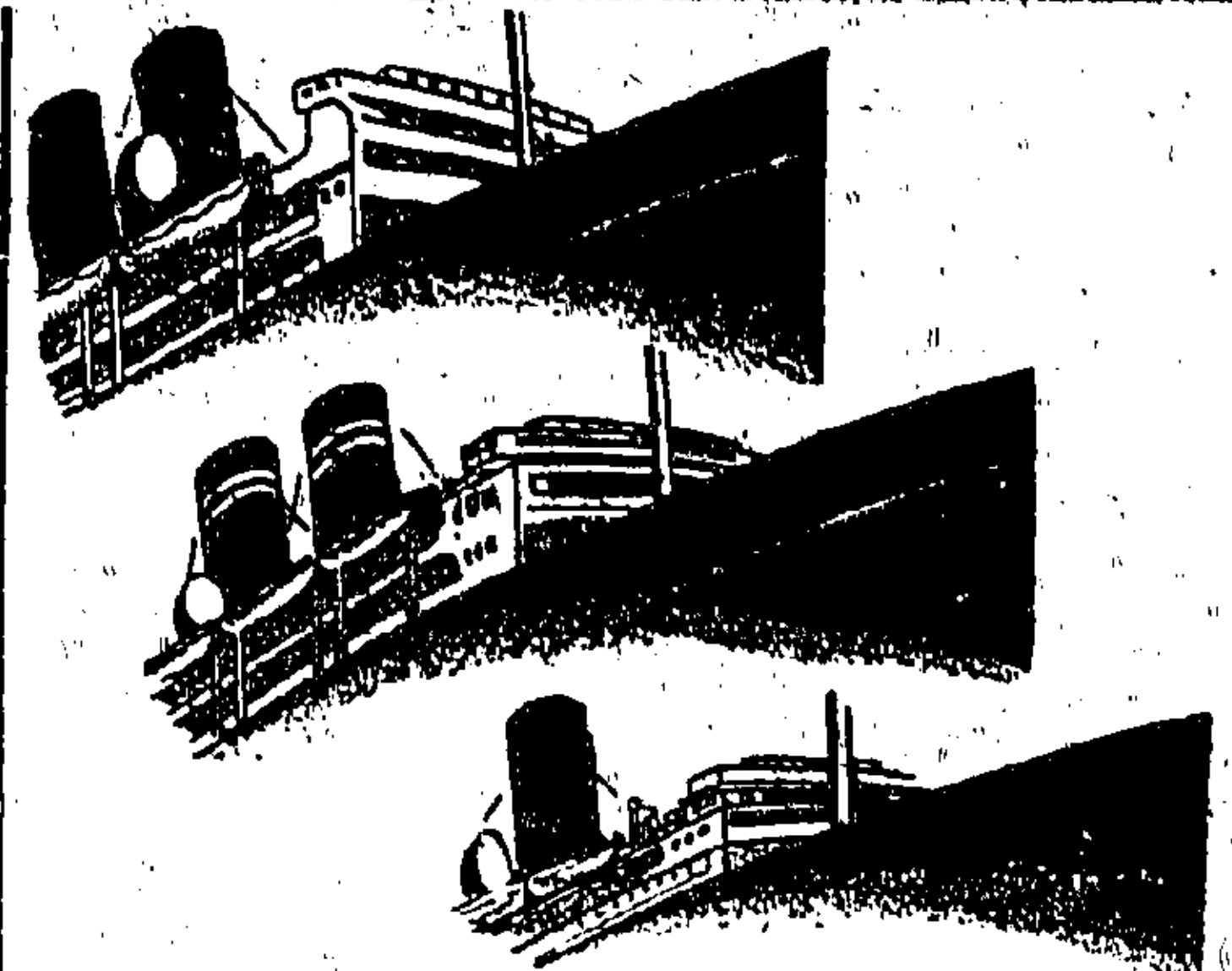
VESSELS DUE

Africa, E.A. Co., July 5.
Africa Maru, O.S.K., June 28.
Ajaz, B. & S., July 5.
Arabis, Messageries', July 24.
Asama Maru, N.Y.K., June 25.
Atsuta Maru, N.Y.K., June 26.
Benlawa, Loxley's, July 10.
Benvenue, Loxley's, July 16.
Bevorlich, Loxley's, July 14.
Bremerhaven, Melchers', July 5.
Canton Maru, O.S.K., June 24.
City of Bath, Bank Line, June 28.
City of Eastbourne, Bank Line, June 28.
City of Elwood, States Co., June 28.
Clyteus, B. & S., July 12.
Cremer, J.C.J. Line, June 30.
Dannmark, E.A. Co., July 20.
Demodocus, B. & S., July 28.
Dolius, B. & S., July 25.
Emp. of Asia, C.P.S., July 2.
Emp. of Canada, C.P.S., July 17.
Emp. of Japan, C.P.S., June 24.
Emp. of Russia, C.P.S., July 30.
Felix Rousel, Messageries', June 28.
Fornbrook, Jensen's, June 30.
Franken, Melchers', July 2.
General Lee, States Co., June 28.
Gertrude Pershing, States Co., July 19.
Gertrude Maerck, Jensen's, June 28.
Ginjo Maru, N.Y.K., June 27.
Hector, B. & S., July 17.
Kaiser-i-Hind, P. & O., July 23.
Ligabue, Bank Line, July 23.
Leverkuisen, Jensen's, July 8.
Mar. Joffe, Messageries', July 10.
Mentor, B. & S., June 27.
Nagato Maru, N.Y.K., June 28.
Naldera, P. & O., July 8.
Nankin, P. & O., July 30.
Neckar, Melchers', July 5.
Nippon, Gibbs' or N.Y.K., July 1.
Nippon E. & A., July 4.
Nora Maersk, Jensen's, July 9.
Oldenburg, Jensen's, June 25.
Patroclus, B. & S., June 30.
Paul Doumer, Messageries', June 28.
Pillote, B. & S., June 29.
Plesantville, Bank Line, July 19.
Potadam, Melchers', July 8.
Pres. Adams, Dollar's, July 3.
Pres. Coolidge, Dollar's, July 2.
Pres. Harrison, Dollar's, July 17.
Pres. Hayes, Dollar's, July 31.
Pres. Howe, Dollar's, July 30.
Pres. Jackson, A.M. Line, July 10.
Pres. Jefferson, A.M. Line, June 26.
Pres. Lincoln, Dollar's, July 30.
Pres. McKinley, A.M. Line, July 24.
Pres. Pierce, Dollar's, June 28.
Preussen, Jensen's, July 5.
Ranchi, P. & O., June 24.
Rawalpindi, P. & O., June 26.
Rheinland, Jensen's, July 23.
Shanghai B.I. (Apar), July 7.
Scharnhorst, Jensen's, July 16.
Scharnhorst, Melchers', June 27.
Shirata, B.I. (Apar), July 2.
Sole, Jensen's, June 25.
Somali, P. & O., July 8.
Somerville, Bank Line, June 28.
Sphinx, Messageries', June 30.
Taiping, B. & S., July 7.
Tal Ping, Dowell's, July 17.
Tama, B.I. (Apar), July 21.
Talybui, B. & S., July 10.
Tamara, Gilman's, July 2.
Tancroft, Thoresen's, July 11.
Tasman, J.C.J. Line, June 30.
Teitkens, B. & S., July 13.
Tilawa, B.I. (Apar), July 16.
Tikembang, J.C.J. Line, June 28.
Tjilebot, J.C.J. Line, July 4.
Tjinegara, J.C.J. Line, July 7.
Toulouze, Thoresen's, June 24.
Toyama Maru, N.Y.K., June 27.
Van Heutz, J.C.J. Line, June 24.
Victoria, Lloyd Triestino, July 21.

CLEARANCES

23RD JUNE, 1936.

Tai Yuan for Canton
Hupei for Canton
Hong Siang for Singapore
Glennaffric for Shanghai
Tiladak for Manila
Santos Maru for Singapore
Hal Ching for Hothow
Hal Yang for Swatow
Wing Wan for K. C. Wan
Demodocus for Mike
Rheinland for Shanghai
King Yuan for Canton
President Pierce for Manila



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PENINSULAR & ORIENTAL SAILINGS

*RAWALPINDI	17,000	27th June	Bombay, Marseilles & London
*KIDDERPORE	5,000	2nd July	Straits, Bombay & Karachi
*COORU	14,500	11th July	Bombay, Marseilles & London
*BURDWAN	6,000	18th July	Edam, Awerp & Hull
*MIRZAPORE	7,000	22nd July	Straits, Bombay & Karachi
*RANCHI	17,000	25th July	Bombay, Marseilles & London
*NALDERA	16,000	8th Aug.	do
*SOMALI	7,000	16th Aug.	Mars., Havre, London, H'g.
*KAISAR-I-HIND	11,000	22nd Aug.	R'dm, Awerp & Hull
*RAJPUTANA	17,000	25th Sept.	Bombay, Marseilles & London
*BANGALORE	6,000	12th Sept.	Marseilles, Havre, London, Hamburg, R'dm, Antwerp & Hull
CHITRAL	18,000	19th Sept.	Marseilles & London
BANFURA	17,000	rd Oct.	Marseilles & London

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TILAWA	10,000	18th July	
SANTHIA	8,000	1st Aug.	
TALMA	10,000	16th Aug.	
SIDHANA	9,000	29th Aug.	

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EASTERN & AUSTRALIAN SAILINGS

HANKIN	7,000	3rd July	Manila, Rabaul, Brisbane, Sydney, Melbourne & Hobart
NEELORE	7,000	1st Aug.	
TANDA	7,000	4th Sep.	

SAILINGS TO SHANGHAI & JAPAN

RANCHI	17,000	25th June	Shanghai & Japan
TILAWA	10,000	25th June, 7 a.m.	Amoy, Shanghai & Japan
NEELORE	7,000	7th July	Shanghai & Japan
*SOMALI	7,000	7th July	Amoy, Shanghai & Japan
SANTHIA	8,000	9th July	Shanghai & Japan
NALDERA	16,000	9th July	Amoy, Shanghai & Japan
TALMA	10,000	23rd July	Amoy, Shanghai & Japan
TANDA	7,000	2nd Aug.	Shanghai & Japan

* Cargo only.

ALL DATES are approximate and subject to alteration without notice.
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